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Local Weather Forecasting "The Telegraph"  
For The South China Morning Post, Ltd.,  
1 & 3, Wyndham Street, Hongkong.

# The Hongkong Telegraph

FOUNDED 1881 六拜禮 號十二月八英港香 SATURDAY, AUGUST 20, 1932. 日九十月七

Dollar on Demand 1s. 4d.  
T. T. on New York—2s.  
Lighting Up Time—6.51 p.m.  
High Water—11.30.  
Low Water—17.50.

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## ANGLO-IRISH RAPPROCHEMENT OUT OF BLUE

### AGREEMENT BELIEVED IN SIGHT

O'KELLY-THOMAS  
CONVERSATIONS

### TARIFF WAR TO BE STOPPED

OTTAWA HOPES

Ottawa, Aug. 19.  
Relations now existing between the Irish and United Kingdom delegates at Ottawa are so much happier that strong hopes are entertained that the Anglo-Irish quarrel will soon be a thing of the past.

The leading figures in the move towards rapprochement have been the Rt. Hon. Mr. J. H. Thomas and Mr. Sean O'Kelly, Vice-President of the Free State Council.

This highly satisfactory hint of a possible burying of the hatchet emanates from Irish quarters at the Imperial Conference, where it is stated that conversations between Mr. Thomas and Mr. O'Kelly have been directed towards what is termed "An agreement to agree."

This, it is suggested, is to be followed almost immediately by the removal, both by the United Kingdom and the Free State, of the recent militant customs tariffs.

### LAND ANNUITIES TRIBUNAL.

It is asserted that when the tariff war has been called off, the two governments will proceed, in an improved atmosphere, to work out the personnel of the Tribunal to consider the land annuities.

Only one doubt remains, namely, how far Mr. O'Kelly's amicable negotiations have the approval of Mr. de Valera. Hitherto the Irish leader's contribution to the art of negotiation has been refusal to accept any viewpoint or proposal other than his own.

### BETTER UNDERSTANDING

The mellowing atmosphere at Ottawa has introduced a much happier frame of mind in the Anglo-Irish delegates regarding their joint problem and it is hoped that this will lead to a better understanding on a surer basis when they return home.

The United Kingdom delegation to-day spent an exceedingly busy morning signing agreements with India, South Africa and Newfoundland and preparing for the signature of agreements with Southern Rhodesia, Australia and New Zealand, which are practically complete.

Conversations between the United Kingdom and Canada were continued and their agreement is expected to be signed this afternoon.—*Reuter.*

### SATISFACTORY.

Later.  
The agreement between Britain and Canada has been initiated and will be signed at the plenary session to-morrow. The delegates describe the Conference as satisfactory and successful.—*British Wireless.*

### RADIO TALK TO LONDON.

The Dominions Secretary, Mr. J. H. Thomas, who slipped away for a few minutes from the final negotiations at the Imperial Conference to speak from his room in Parliament House, Ottawa, to listeners at the Radio Exhibition at Olympia, London, four thousand miles distant, made, during his remarks, a cheerful reference to the progress of the Conference.

He said: "To-day with our colleagues from other parts of the Empire we are taking decisions, and to-morrow we shall be signing agreements which we hope and believe will bind Great Britain still more closely with our Dominions and the Colonies overseas. During these hours we are setting the seal on the success of our Conference, which will be a landmark in the history of the Empire."



Mr. Sean O'Kelly



Mr. J. H. Thomas

### BEQUEST TO THE KING

EXILED MONARCH'S  
GRATITUDE

(Special to "Telegraph")

Lisbon, Aug. 19.

A bequest to His Majesty the King of England is made in the will of the late ex-King Manuel of Portugal.

A pair of large vases, bearing the Portuguese Royal Arms, which are at present in the dining-room of the late ex-King's London residence represent the gift to King George, as a testimony to his profound gratitude for His Majesty's kindness and friendship.

The ex-King of Portugal also requested His Majesty to use his influence to see that the provisions of the will are faithfully executed. Among other features of the will are a bequest to his mother of £4,000. The residue of the estate is bequeathed to the widow.—*Reuter.*

### ARGENTINA AND LEAGUE

MOST LIKELY TO  
REJOIN

("Telegraph" Special).

Buenos Aires, Aug. 19.

Parliamentary circles consider that Argentina will shortly rejoin the League of Nations. The Foreign Minister yesterday made a statement before the Foreign Relations Committee of the Chamber advocating re-entry to the League.—*Reuter.*

A claimant is awaited for a German camera found in the possession of a suspect and now in the charge-room of the Central Police Station. It bears the trade inscription "Ruberg Futuro" and is contained in a case one end of which has the initials "E.C.K." scratched on the surface.

### SHANGHAI-CANTON AIR MAIL SERVICE EXPERIMENT

### TRIAL FLIGHT ALONG ROUTE TO BE MADE NEXT WEEK

(Telegraph Special.)

Shanghai, Aug. 20.

A trial flight along the route of the proposed new Shanghai-Canton aviation service will be made early next week, according to information issued by the China Aviation Company.

The whole route covers a distance of about 1,500 miles, and it is intended that the machines shall make the journey in stages along the sea coast.

From Shanghai, the planes will touch at Ningpo, Wenzhou, Fochow, Amoy and Swatow, and thence proceed to Canton, the terminus. Stops will be made at each of the ports named.

It is stated that if the trial

### SHANGHAI FLOODED

HOUR'S TERRIFIC  
THUNDERSTORM

HEAT AND HUMIDITY

(Our Own Correspondent).

Shanghai, Aug. 20.

A terrific thunderstorm broke over the city last night, torrential rainfall flooding the streets within an hour.

In some parts of the city, cars were temporarily stalled and rickshaws were struggling through the water more than knee high.

When the downpour slackened, the floods quickly disappeared.

Thunderstorms continue and the humidity and the heat are causing considerable discomfort.

### 21-YEAR LONDON HEAT RECORD

99 DEGREES AT  
GREENWICH

London, Aug. 19.

When London complained of undue warmth last week when the temperature passed the 90 degrees mark, they were comparatively well off.

To-day, the temperature registered at Greenwich Observatory was 99 degrees in the shade! In the middle of the afternoon, the temperature in the City reached 95 degrees in the shade.

The Greenwich recording was the highest since August 9th, 1911, twenty-one years ago, when it was 100 degrees.

A huge anticyclone still covers Britain and most parts of Europe and except for scattered thunderstorms, the fine weather and heat are expected to continue.—*British Wireless.*

### COLONY'S CREDIT BALANCE

SHRINKAGE SHOWN IN  
MAY

The Colony's credit balance at the end of May showed a decline as compared with the position on April 30th, the comparative figures being \$12,714,131 and \$13,132,548.

Revenue during May totalled \$2,190,252, compared with \$2,451,235 in the same month last year, while the respective expenditure figures were \$2,603,668 and \$2,740,641.

From January to May inclusive, the revenue was \$14,448,098, compared with \$13,366,891 last year, while the expenditure was \$13,081,596 against \$12,053,464.

## MOLLISON'S GREAT DOUBLE FIRST

### TIRED OUT AFTER 30 HOURS' FLIGHT

### AMY LEAVING FOR NEW YORK AT ONCE

### MAY JOIN RETURN TRIP

ST. JOHN, AUG. 19.

AFTER THIRTY HOURS WITHOUT A WINK OF SLEEP, MR. J. A. MOLLISON LANDED AT PENNFIELD RIDGE, NEW BRUNSWICK, ABOUT FIFTY-FIVE MILES FROM ST. JOHN, NEWFOUNDLAND, HAVING COMPLETED A MEMORABLE FLIGHT.

When he was sighted over Nova Scotia this afternoon he was about three hours ahead of his schedule. It was calculated that he still had enough fuel to carry him on to New York and this was believed to be his intention, but he landed at Pennfield Ridge as he was feeling too tired to continue. Mollison is the

FIRST AIRMAN TO CROSS THE ATLANTIC IN A WESTERLY DIRECTION FLYING SOLO.

FIRST AIRMAN TO CROSS THE ATLANTIC IN A LIGHT AEROPLANE.

The fact that he was employing a light aeroplane makes the first achievement doubly brilliant. If he succeeds in completing the double journey he will, in the opinion of most aviation authorities, have achieved the most remarkable feat in the history of flying.

IT IS UNDERSTOOD NOW THAT MOLLISON INTENDS WAITING IN NEW YORK FOR AMY JOHNSON, HIS WIFE, WHO IS SAILING THERE AT ONCE. IT IS POSSIBLE THEY WILL ATTEMPT THE RETURN TRIP TOGETHER.

### BARLEY-SUGAR AND BRANDY NIPS

Mollison landed at Pennfield Ridge at 11.45, equivalent to 17.45 hours British Summer Time.

When first sighted at Halifax some hours earlier, he had taken 24 hours and 10 minutes to fly the 2,440 miles from Port Marnock. Then apparently he lost his bearings in a coastal fog and did not make the progress towards New York that he might otherwise have done.

He landed perfectly with plenty of petrol, but declared himself to be too tired to go on.

After cabling to his wife, announcing his safe arrival, he accepted a cup of tea from his farmer-host, but refused solid food fearing possible ill-effects after his long fasting.

### NIPS OF BRANDY.

He stated that in the course of the flight, he had eaten only barley-sugar and had had a few nips of brandy from the bottle which a kindly Irishman insisted on putting into his cockpit at the last moment.

He still had about ten gallons of fuel in his tanks. Mollison was flying a British-built monoplane, which he named the "Heart's Content."

### WIDELY ACCLAIMED.

His great performance has been widely acclaimed and he is assured of a wonderful reception on his arrival in New York. Mollison is also the holder of the Australia-England and England-Cape Town records, and he has always used light aeroplanes for his ventures.

He has supreme faith in his small Moth aeroplane and declared before his departure that the main purpose was to demonstrate once again the superiority of British light aircraft.

### AIR MINISTER'S CABLE.

The following telegram has been sent to Mollison by Lord Londonderry, the British Secretary of

on your great flight from east to west across the Atlantic which has once again given striking proof not only of your personal skill and courage but also of the efficiency of British aircraft and British aero-engines." — *Reuter and British Wireless.*

### ON TO NEW YORK.

London, Aug. 20.  
A message from New York states that Mollison plans to fly to New York at 15.00 hours, G.M.T.—*Reuter.*

### A BAD YEAR FOR MIGRATION

### EFFECT OF ECONOMIC FACTORS

London, Aug. 19.  
In view of the uncertainty of the present position, and pending the deliberations at Ottawa, the annual report of the Overseas Settlement Committee, now issued by the Dominions Office, makes no attempt to predict the future of migration.

Last year was a bad one for migration, and for the first recorded time, the outward flow of persons proceeding from the United Kingdom to settle permanently overseas fell short of the inward flow of persons intending to remain in the United Kingdom. The inward balance, however, is not due to any appreciable increase in the number returning, but to a heavy fall in the numbers going overseas.

The outward figures fell from 136,777 in 1921 to 127,151 in 1931. On the other hand, the number who returned in 1931 was 63,161, whilst the corresponding figure in 1921 was practically identical, namely, 62,547.

The report makes a comparison of the economic conditions in the



A recent portrait of Mollison standing in front of his plane.

### LAST M.C.C. CHOICE

DERBYSHIRE SPIN  
BOWLER TO GO  
DOWN UNDER

COUNTY CRICKET

T. B. Mitchell, the youthful Derbyshire bowler, who has been selected as sixteenth man in the M.C.C. team for Australia, yesterday took five All-India wickets for 71 runs, bringing his bag for the match to ten wickets.

The inclusion of Mitchell in the Test team may occasion surprise in some quarters, though a closer analysis suggests that it may prove to be a very sound move. The M.C.C. team needed another spin bowler of the first grade and Mitchell is nothing but a spin bowler.

### DISTINCT ASSETS.

He has done little of outstanding merit this season, his eighty odd wickets having cost about 20 runs apiece, but cricket has been so interrupted by rain that his opportunities have been appreciably lessened and wet wickets naturally do not assist a bowler depending so much upon spin as Mitchell does. There is no suggestion that he has fallen off in playing ability and on Australia's firm pitches he may prove a distinct asset.

### THREE EXCITING FINISHES.

Derbyshire yesterday defeated All-India by a margin of nine runs in an exciting finish, Townsend and Mitchell sharing their wickets in a thrilling fourth innings.

Another sensational finish was provided by Leicester who beat Nottingham by one wicket, after being in arrears on the first innings. Surrey also won by a one wicket margin, while Middlesex, thanks largely to a century by J. L. Guiso, making one of his rare appearances for the county, defeated Glamorgan by ten wickets.

The only match not brought to a definite result saw Lancashire take first innings points from Warwick.

Throughout the world generally, when economic conditions are

### SHANGHAI UNEASY

SINO-JAPANESE  
BITTERNESS

CHINESE ASSOCIATION  
AND BOYCOTT

(Our Own Correspondent).

Shanghai, Aug. 20.

Sino-Japanese bitterness continues to intensify. The Mayor's reply to the Japanese Consulate-General's protests is interpreted in Japanese circles as refusal to take any serious steps in the matter.

Meanwhile, Chinese public associations continue to announce their support of the anti-Japanese boycott.

The yen exchange continues to decline daily and forward buying indicates that further low levels are probable. Deliberately depressive agencies appear to be at work. The yen in London yesterday was quoted at a par with the Hongkong dollar.

### FORMER AUSTRIAN CHANCELLOR

DEATH OF DOCTOR  
SCHÖBER

Vienna, Aug. 19.

The death has occurred of Dr. Schöber, former Chancellor of Austria.

Prior to his becoming Chancellor in 1921, he was Chief of Police. His first Cabinet did not last long, being overthrown in 1922, and Dr. Schöber then returned to his police post. In 1929, he again became Chancellor of a Coalition Cabinet, and was later replaced by Dr. Siegel.—*Reuter.*

### LOCAL DOLLAR ADVANCE

With silver up both in London and New York, the Hongkong dollar rose 1/8th this morning to 1s. 4d. The local market is, however, dull, and the inter-bank rate is unchanged.

In London, silver advanced 5/16th. India and China bought and sold, and speculators bought, the market closing quietly steady. After the official fixing, the market ruled dull, with America implied



## HONGKONG

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HONGKONG HOTEL: REPULSE BAY HOTEL:  
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and

## SHANGHAI

ASTOR HOUSE: PALACE HOTEL:

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first class  
HotelModern  
throughout and  
beautifully  
Sited

## Runnymede Hotel

Malaya's Premier Hotel  
Food and Wines especially good.

## AFTER-DINNER DANCE

Every Thursday &amp; Saturday—Orchestra Daily.

## CABLES "RUNNYMEDE"

RUNNYMEDE HOTEL, LTD. George Goldsack, Manager.

THE EUROPE HOTEL  
SINGAPORE.After Dinner Dances are held every TUESDAY,  
THURSDAY and SATURDAY.

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Mondays to Fridays 7.40 p.m. to 8.30 p.m.  
Saturdays 12.30 p.m. to 1.30 p.m.  
8.00 p.m. to 8.30 p.m.The Now Europe Orchestra will render all the  
Latest Music during the above hours.Music during Tiffin and Dinner every day by our new  
all European Orchestra, under the direction of  
Mr. F. J. STRASSER.Telegrams "Europe" Singapore. The Europe Hotel, Ltd.  
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CONTRACT  
BRIDGE

By W. E. McKenney.

Four-card suit bidding plays an important part in contract bridge, but it is surprising to note the great difficulty most people have in playing four-card suits. When playing a four-card trump suit, be careful to size up the situation and see if cross-ruffing is not the proper method.

▲ A-Q-10-7  
♥ J-10-6-4-3  
♦ K  
♣ 10-8-2

NORTH		EAST	
WEST	EAST	WEST	EAST
♠ J-8-3	♠ K-2	♠ J-8-3	♠ K-2
♥ Q-9-5	♥ K-8-7-2	♥ Q-9-5	♥ K-8-7-2
♦ Q-10-9-4	♦ A-J-8-5	♦ Q-10-9-4	♦ A-J-8-5
♣ J-6-4	♣ 9-7-3	♣ J-6-4	♣ 9-7-3
Declarer SOUTH		Declarer SOUTH	
♠ 9-6-5-4	♠ 9-6-5-4	♠ 9-6-5-4	♠ 9-6-5-4
♥ A	♥ A	♥ A	♥ A
♦ 7-6-3-2	♦ 7-6-3-2	♦ 7-6-3-2	♦ 7-6-3-2
♣ A-K-Q-5	♣ A-K-Q-5	♣ A-K-Q-5	♣ A-K-Q-5

## The Bidding.

South, the dealer, bid one club. West passed and North, using the "One-over One," bid one spade. East passed and South bid three spades. Many players with North's hand might now show the heart suit, by bidding four hearts, but North has found his partner satisfied with the spade suit and the showing of a second suit might invite the opponents to lead a trump, therefore North went to four spades.

## The Play.

East led the ace of diamonds, dummy played the deuce, West the nine and North his singleton king. East continued with a small diamond. West played the

A SUMMER  
PRECAUTION

The hotter months invariably bring stomach and intestinal upset. Food so quickly becomes tainted and is often eaten without suspicion. A precaution that will help to prevent the evil effects of this is an occasional dose of Pinkettes, the dainty little liver and laxative pills. Pinkettes gently yet efficiently cleanse the internal passages, removing any irritant substance before it has time to do real harm. Keep your internal passages clear and clean by an occasional dose of Pinkettes. They will help to keep you cool, cheerful and free from stomach and bowel trouble this summer. All chemists sell Pinkettes.

queen and the declarer trumped with the seven of spades.

To attempt to pick up the trumps now would be the declarer's downfall. His proper play is to lead a small heart and win in the dummy with the ace. He should then lead a small diamond and trump in his own hand with the ten of spades. A small heart should be led by declarer and trumped in dummy with the four of spades.

Before leading another diamond, North should cash his ace, king and queen of clubs to prevent a possible discard. The seven of diamonds should be returned from dummy and trumped by declarer with the queen. A small heart is next played from the declarer's hand and trumped in dummy with the five. Declarer now leads the six of spades from dummy and wins in his own hand with the ace. The jack of hearts is led by declarer. East plays the king, dummy trumps with the nine of spades and West overtrumps with the jack of spades and returns the eight of spades, which is won by East with the King.

By cross-ruffing the hand out, the declarer has made four spades.

85,000 INVESTORS PROFIT  
BY AVERTING ECONOMIC DISASTER

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£30 (by instalments)

Yields approximately

£250 in Twelve Years,

Or approximately

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Hand and Electric

31B, Wyndham Street

LOOK! THE NEWS IS OUT ABOUT THE AMOUNT  
OF OLIVE OIL IN EVERY CAKE OF  
PALMOLIVE SOAP.

HERE IT IS IN THIS VIAL!

Just look at this test tube—you women who value complexion beauty. You who know full well the priceless cosmetic effect of olive oil. Here the camera shows you the exact amount of olive oil that goes into every cake of Palmolive. This is why women consider Palmolive as more than soap—a priceless beauty treatment. Blended with this olive oil are oils from palm trees—just enough to give a thick, rich, workable lather. No other fats whatsoever!

## Every Cake Marked.

Do other soaps offer you this? Do other soaps stamp, right on the cake, in plain letters, the

re-assuring words "made of olive and palm oils? Palmolive does! Its very colour is the natural green of olive and palm oils—nothing else. No artificial colouring! Too often soaps have a heavy scent that quarrels with the odor of your favorite perfume. But Palmolive is pure! Sweet! Naturally fragrant! Wonderfully refreshing for the bath as well as for the face!

## Advised by Beauty Experts.

All this explains why over 20,000 beauty experts have recommended Palmolive Soap as the ideal way to keep complexions lovely. Do please, use Palmolive if you are seriously interested in keeping your skin young, fresh, radiant!



## BATH AWAY WEARINESS

Melt a cake of Palmolive (by shaving it, then heating in 4 cups of water till the soaps dissolved); pour this liquid bath into a tubful of warm water. Step in. Let yourself relax completely. Now massage the body with lather from another cake of Palmolive. After a thorough rinsing, you'll want to step out, go places, do things! See if you don't.



## PALMOLIVE

Keep that Schoolgirl Complexion

COLGATE-PALMOLIVE-PEET CO., SHANGHAI.

Agent for South China:

THE GOLDEN STAR TRADING CO., LTD., HONGKONG.

ACTUAL SIZE!  
6-inch test tube  
showing exact  
amount of olive oil  
that goes into each  
cake of Palmolive

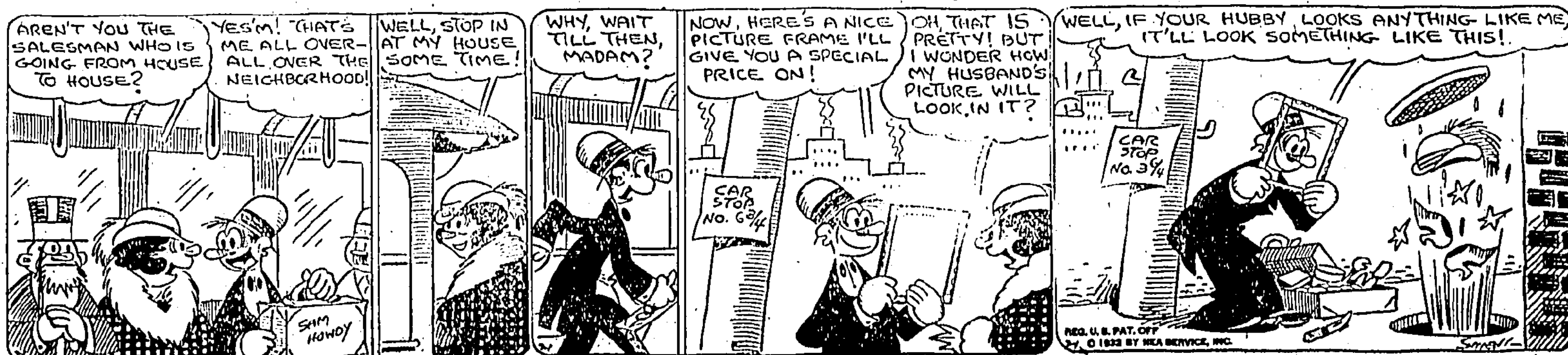
## SALESMAN SAM

He Probably Would!

By Small

In my  
cave

Children thrive well if  
nourished by SCOTT'S  
Emulsion which en-  
riches the blood and  
prevents childhood  
ailments. Ask for

SCOTT'S  
Emulsion











WATCH US  
GROW  
SUNFREEZE

RELIABLE  
FLOWER AND  
VEGETABLE  
SEEDS

SOWING TIME IS  
NEARLY HERE!

BOOK EARLY TO AVOID  
DISAPPOINTMENT.

THE CLOVER  
FLOWER SHOP  
THE ARCADE  
GLOUCESTER BUILDING.

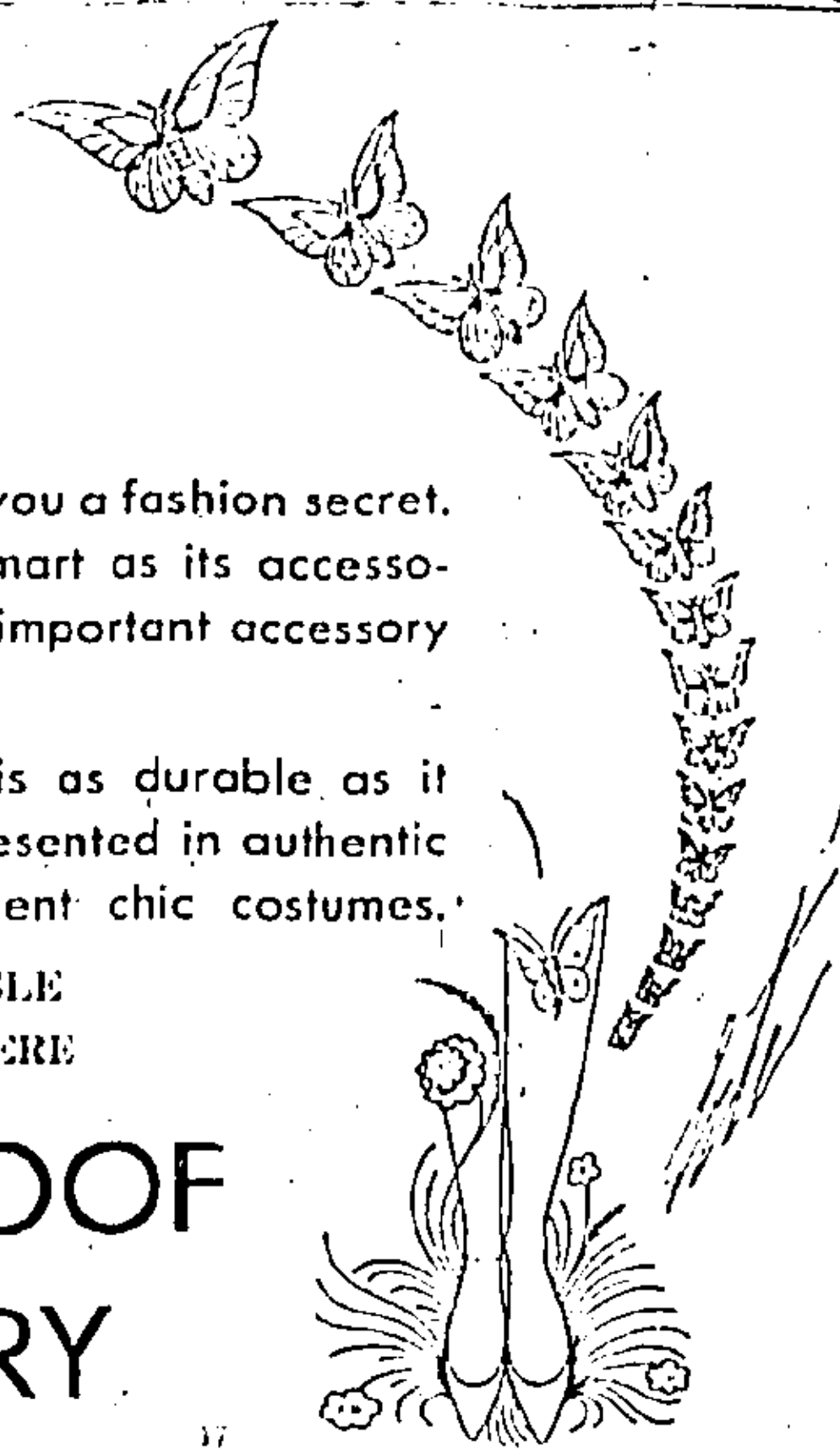
A  
FASHION  
SECRET

We will share with you a fashion secret.  
A costume is as smart as its accessories.  
And the most important accessory is—hosiery.

Holeproof Hosiery is as durable as it  
is lovely, and is presented in authentic  
colors to complement chic costumes.

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EVERYWHERE

HOLEPROOF  
HOSIERY



Appealing to  
the taste and  
pleasing to  
the throat!



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AIR-TIGHT TINS OF 50



W. D. & H. O. Wills

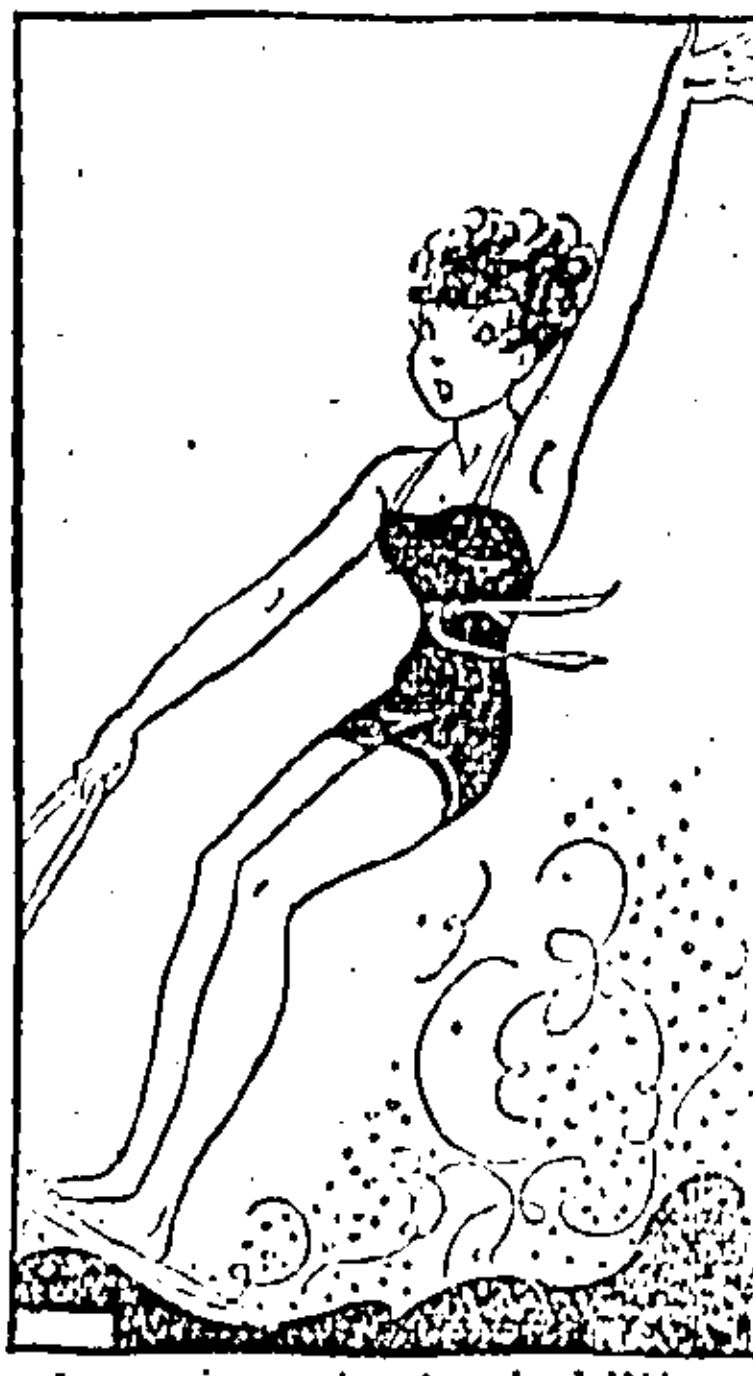
Embassy  
CORK TIPPED CIGARETTES

#### MINIMUM TARIFF

AGREED IN INDO-CHINA-  
JAPAN TRADE PACT

Paris, Aug. 19.  
The Franco-Japanese commercial  
treaty, signed in Paris on May 13  
was enforced last night. It deals  
exclusively with trade between  
Japan and French Indo-China and  
provides that each country apply a  
minimum tariff to imports from  
the other.

Indo-Chinese exports chiefly  
coffee, by the treaty are maize,  
rubber, teak and minerals. Coal  
and zinc ore will be allowed to enter  
Japan duty free.—Reuter.

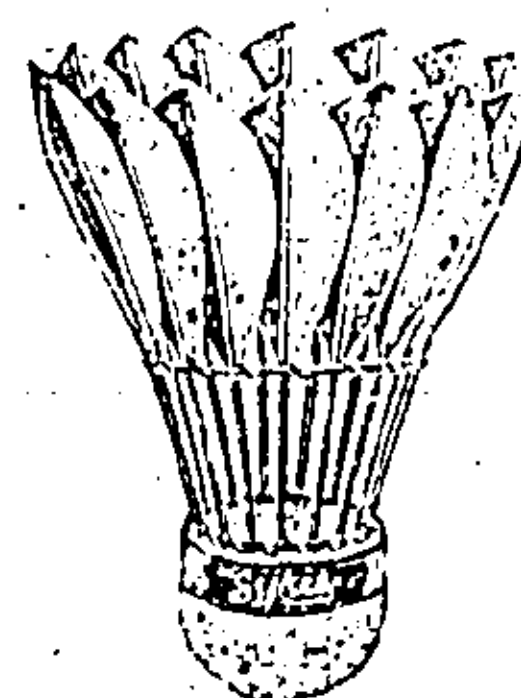


If a person is simply killing,  
he's likely to be the life of the  
party.

Sykes  
BRITAIN'S  
SPORTS SPECIALISTS

FOR  
BADMINTON

Sole Agents:  
OUTDOOR SPORTS  
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LAST SEVEN DAYS OF OUR  
SUMMER SALE

MARVELLOUS BARGAINS.

HATS from \$ 5.00.

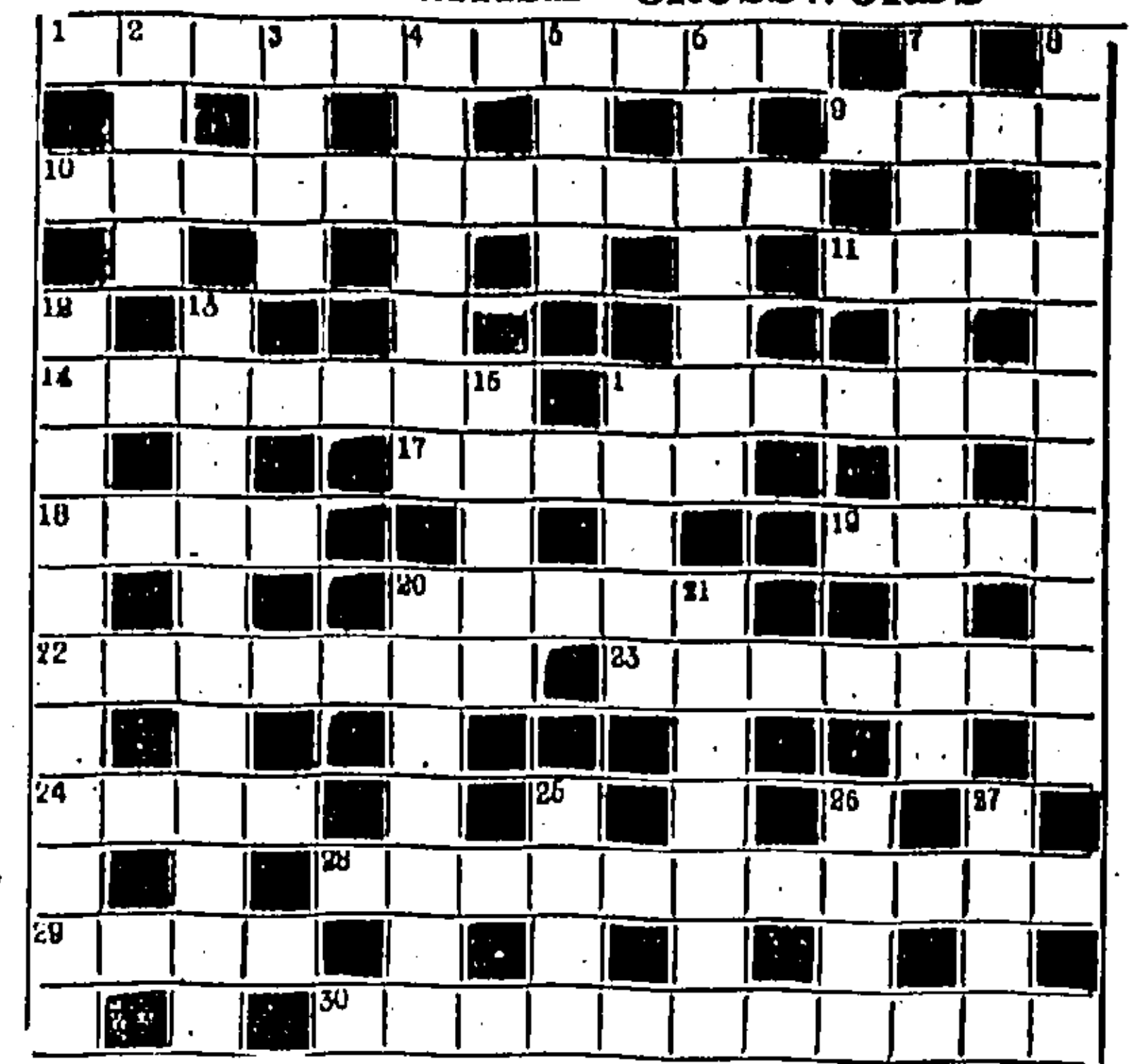
ORIGINALLY \$35.00.

WASHING FROCKS from \$8.00.

INCLUDING LARGE SIZES.

EVENING GOWNS from \$40.00.

#### OUR BRITISH CROSSWORDS



#### Across

- 1 These sick people cannot be said to have been taken in.
- 9 One would not expect to be cheated in this market.
- 10 Here appropriately the press-gang is still at work (two words).
- 11 Spring is in the lane.
- 14 Opportunity.
- 16 Odd but even in the middle.
- 17 What the national race is.
- 18 Jameson's achievement.
- 19 A small part of Pinchley.
- 20 In the middle I drew back, it's incomprehensible.
- 22 This letter will give you a start.
- 23 Let Abel (anagram).
- 24 Diverted when after morning.
- 28 A national saint is a buffoon when cheerful (two words).
- 29 What may be changed in warmer weather.
- 30 Describes a really plain face.

#### Down

- 2 Even during trade depression this sort of customer is not welcome.
- 3 Father has the French at heart and makes an excuse.
- 4 This decides who shall go in.
- 5 Jane perhaps on circuit.
- 6 I across are this by a qualified 15 down.
- 7 Lucifer for example (two words).

- 8 Crayon (two words).
- 12 Tour in quest (anagram).
- 13 Doctor who relies for success on his own charm (two words).
- 15 Sometimes taken in expiation.
- 16 Sound as if it smothering.
- 20 Those with this defect are not equipped to see through an obstacle.
- 21 Gigantic Bunyan character.
- 25 This sort of service always suggests a fault.
- 26 The heathen have a try with this.
- 27 Tantalizing meals?

#### Yesterday's Solution.

MANDRILLS GALOP  
ON THE TIGER  
NIGHT GERMAN  
A HILL HANGING  
DETRACT NUCLEUS  
CONCEALMENT  
LEANDER SESSION  
O P P O N E N G  
VESTIGES TAKES  
EVENING  
MATINEE ARMINIA  
A I E N T N U C  
TERRORIST ABAT  
C E F U N L N T O  
HEELS GREAT BEAR

BAGS  
OF STYLE

YOU ARE INVITED TO  
SEE THE NEW  
WHITE KID  
AND  
CELLULOID  
HAND BAGS

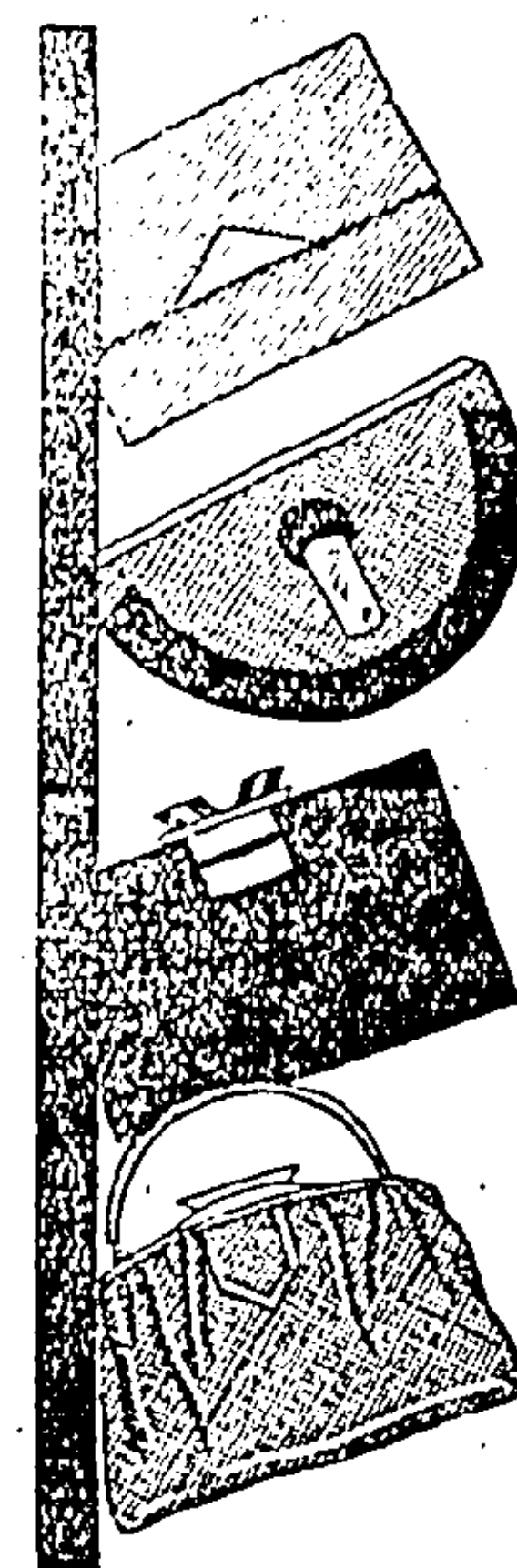
AS USED IN  
LONDON and PARIS

The New  
FALL HATS

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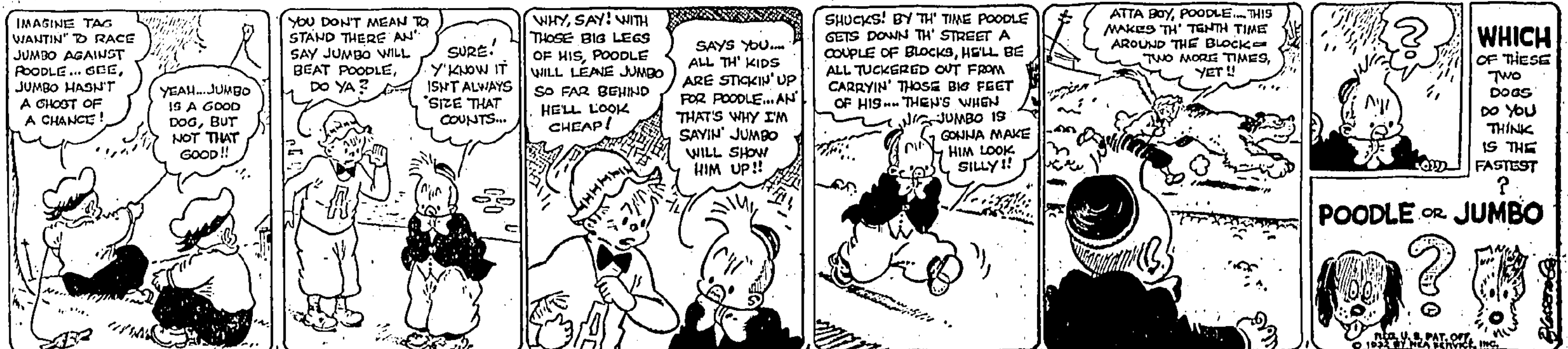


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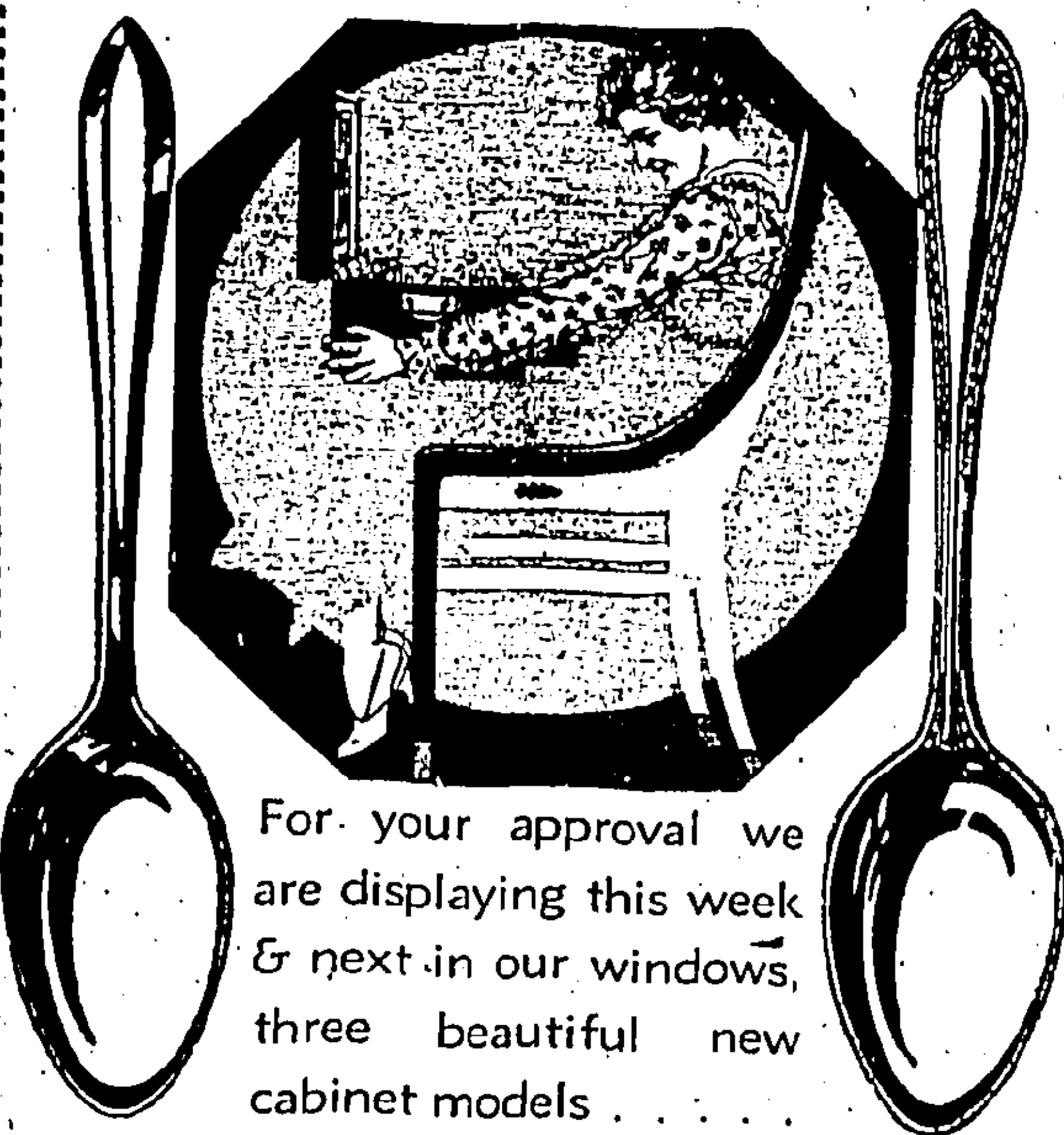
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**The Hongkong Telegraph**

SATURDAY, AUGUST 20, 1932.

### THE WATER QUESTION

Interesting as the Legislative Council debate on the rider main question was, it was rendered largely academic from the fact that, after due consideration of all the factors, the Chinese representatives were prepared to accept the principle of abolition. If we are to judge from Mr. Kotewall's speech, however, it was not so much a case of conversion to the official viewpoint as a recognition of the fact that the Government had made up its mind to accept the advice of its experts in deciding to abolish the system. The case for rider mains was extremely well put by Mr. Kotewall; even opponents of his views must concede that much. The arguments were well marshalled, and especially pertinent was the evidence adduced to show that, in other days, the official attitude had been that the rider main system, so far from causing wastage, was introduced in the belief that it would have a precisely opposite effect. But, in view of the Chinese willingness to accept the principle of abolition, there is little purpose to be served in further argument on the point. The plea for postponing abolition for a period of two years has not been conceded, but the Government has at any rate made a gesture of goodwill in deciding to bear the cost of installing and connecting meters in unmetered houses in the rider main districts to all who make application by the end of October. It is to be hoped that this concession will prove acceptable to those concerned.

Whether the rider main system has or has not resulted in water wastage, there can be no two opinions on the point that a direct service, uniformly applied, is by far the more satisfactory method of distribution. In this connexion, it is claimed that the meterage system will ensure that the premises where water is

wasted will be charged for such waste, and that this in itself will tend to check waste. Alternatively, it is contended insofar as it does not have this latter effect, revenue will be increased. We have contended before, and still do, that meterage of itself cannot prevent wastage: it may detect it, but that is quite another matter. In any event, there is nothing to prevent the wealthy from wasting just as much as they see fit to do. There is the further point, which was in no way disposed of by the Legislative Council debate, that when it comes to serving several floors of tenement houses with one meter, it will not be an easy matter to apportion excess consumption as between the various tenants. Occupiers who have been meticulously careful in the use of water would certainly not relish having to bear part of the cost of wastage resulting from other people's thoughtlessness or indifference. Of one thing we may be sure, namely, that the landlord will see that he comes out on the right side. But what of the poor tenant?

On the general question of the Colony's water supply and the financing thereof, the Government is apparently to go into the whole matter when the full implications of the new undertakings are more clearly visible. It is not suggested that water will be made any cheaper, but there is a hint that the incidence of payment will be more equitable. This brings up the problem of rating, which has long called for revision. Not one resident in a thousand probably knows the conventional divisions of the general rate, and, in any case, it is to be questioned whether these are at all fair in their incidence in respect of varying localities. There is certainly a call for revising the whole basis of the Colony's rating system, and not the least difficult aspect of the question is that relating to the water supply.

### World Crisis: What is Normality?

The idea of normality is deeply ingrained in political thinking. It may well be that it has misled us, and that instead of perpetually straining after what we are pleased to call normality, regarded as a starting point for future progress, we would do better to accept existing conditions as our starting point. During the War everybody appeared to think that when the conflict was over the world would return to pre-war days. But the whole circumstances of living had changed, and it is a foolish waste of energy to endeavour to retrace our steps. After the war, we were living, as it were, in a new world. Yet immediately we fell into the mistake of considering the post-war years to be "normal." In many respects those years were excellent. For some countries they were disastrous, but speaking generally, they registered an immense advance. They were, on the whole prosperous years. They not only stimulated production and consumption but they gave fresh conceptions and a wider outlook. They were followed by the present economic depression. At once it was assumed that the boom period had been "normal," and that the present difficulties are "abnormal." Yet it is just as reasonable to suppose the opposite to fit the facts. In any case, we should ascertain first in what direction it is now desirable to proceed. It may not be at all desirable to get back, say, to 1929, when prices, wages, and values were admittedly inflated. It is at least possible that a certain deflation is necessary in order to reach the imaginary condition known as normality. It is plain that readjustments of the most drastic character are needed. The relations of production and consumption have become unreal. Wages and prices no longer march in step. The interdependence of nations is proved in many ways, but cutting athwart it is the recrudescence of the attempt to establish national independence. There is unquestionably a disquieting current, and a growing sense of us 'you'll want to live with. You see, we couldn't come to any agreement."

### DAY BY DAY

ALL LINES OF THE HUMAN FACE HAVE SOMETHING EITHER TOUCHING OR GRAND, UNLESS THEY SEEM TO COME FROM LOW PASSIONS.—George Eliot.

Tenders are being invited for site preparation and erection of a clinic at Tsimshatsui.

Victoria Gaol and the Laichikok Prisons are declared to be houses of detention under the Vagrancy and Deportation Ordinances.

His Excellency the Officer Administering the Government has appointed Mr. G. S. P. Heywood, B.A., B.Sc. (Oxon.), to be Professional Assistant at the Royal Observatory.

His Excellency the Officer Administering the Government has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. R. J. F. L. Ohi, as Vice-Consul for Argentine in Hongkong.

The hours for the conduct of public business in Government offices in the Straits Settlements are in future to be from 9 a.m. to 4 p.m. and on Saturdays 9 a.m. to 1 p.m. This means an extension of half an hour. Previously work began at 9.30 a.m.

Mr. T. W. H. Hosegood, Assistant Harbour Master, residing at 1, Leighton Hill, has reported to the police the theft of a barometer valued at \$75. It was stated that the instrument was taken from the hallway of the premises some time between 5 p.m. and 9 p.m. yesterday.

New Regulations provide that no person shall without the written permission of the Head of the Sanitary Department and the Medical Officer of Health sell or offer for sale any non-sterilized drinks in the preparation of which fruit juice or herbs (other than tea) are used or sell or offer for sale the jellies known as leung fan and man tau lo.

### WATER LEVELS

#### WEST NORTH AND EAST RIVERS

The following table issued by the Kwangtung River Conservancy Commission shows the height of water in English feet on the dates named in the West, North and East Rivers:

	Highest on record.	Lowest on record.	Aug. 18	Aug. 19
West River at Shihshing ..	41.7	0	27.6	24.4
North River at Tsingyuen ..	41.7	0	5.0	7.9
East River at Samshui ..	27.3	5.3	17.6	17.6
East River at Shikung ..	15.5	2.5	4.7	4.6

ments are called for. But these readjustments may be hindered instead of helped if we are obsessed with the view that they can only be obtained on the basis of a reversion to the immediate past. It is, at any rate, conceivable that there was something in the immediate past that was essentially permanent, and to try to stabilise the provisional would be a foolish waste of time.



## Bulls and Innors

From the Office Butts

This is the month when local anglers see tremendous fish in the reservoirs. Next month they'll wish they hadn't said so!

During the oppressive weather, counsel at the Supreme Court have been seen to seek their handkerchiefs with Eau de Cologne. Now we understand the meaning of the term "refresher."

Naturally enough, the assets which freeze most easily are those which are well watered.

The anti-depression slogan:—"There's a great day coming—buy and buy!"

In a divorce case, a woman accused her worse half with having "abused, cursed and struck" her "in a manner unbecoming a husband." It would be interesting to learn how these things may be done in a becoming manner.

We hear of a local resident who, on taking up motoring immediately made a great hit.

She was only a skipper's widow, but she soon had a second mate.

If the depression has done nothing else, it appears to have done much to cut down the old-time hostility towards work.

Drunkenness is vanishing from England, we read. So it's no longer a tight little island.

"When the atom was split," says a scientist, "we found that its power fell far short of our expectations." Evidently it was not all it was cracked up to be.

British politicians no longer duel, as still they do in some countries. But some of them certainly can fence!

"You've converted me," as the War Loan said to its owner.

A boy scout recently kept a baby amused for over an hour. His "Goo" deed.

An exhibition of old taxis and handoms is to be held in London shortly. A cab array show.

New Definition:—Candour is the art of saying what one thinks in order to demonstrate that one is capable of thinking of something worth saying.

There's Siberian town named Yannyzpebunt. One of these days, a cyclone will form in this region, and then the ZBW announcers will be tongue-tied.

A reader wants to know why some people should be pestered by mosquitoes more than others. Suppose they've got more insects' appeal.

Talking of the financial outlook, money, certainly ought to be "easy." Wherever it is, it seems to be resting.

A tearless onion has been produced. We presume that all steak-and-onion devotees will now cry just for sheer joy.

A music critic says all good singing is heavenly. On the other hand, the most we can say for some ordinary singing is that it's unearthly.



LANDLADY: I am sorry you do not think the chicken soup is good, Sir. I told the cook-boy how to make it, but perhaps he did not catch the idea.

BOARDER: No, I think it was the chicken he didn't catch.

One of the paradoxes of the age is that frozen assets make things hot for business.

Close relations are usually distant when you try to borrow from them.

The local Nudist appear to have retired from the limelight. What about a "Come to the Nude Territories" campaign?

We suppose these people who are tired of the old tunes could be described as fresh air fiends.

There were immense crowds at the Olympic Games. The power fell far short of our ex-pectations of a tourney.

Can one really train a nullah in the way that it should go, Or rider main in Aqua Para stakes?

All these posers make me duller, Weighing every con and pro. For the more I think the more My poor head aches. Is a Puisse Judge a small one, Is an "I.G.P." a "veg," Or does "C. S. O." mean See us owe a lot? Is an "A. S. P." an adder, Or "C. Vt. S." a hedge? And does "P. O. Q." just stand For Tommy-rot? Does one really need a ladder, When enjoined to watch one's steps? Or can patient's patience patients' Patience make? This language makes me madder, And I flounder in the depths, —That was a dream! Thank goodness I'm awake! —CYN.

Sailors may have a wife in every port, but some of our local girls seem to have a pal in every ship.

One of the world's puzzles is why all these remedies to cure hair with a single application are usually put up in such large bottles.

Party labels are now said to have been almost adjusted for the coming election in the United States. Party libels will follow.

Lots of motorists who pride themselves on being law-abiding slow down when they hear a motor-cycle coming.

The millennium will have arrived when politicians can be sued for breach of promises.

Things are getting so bad in Hongkong that you can stand at one spot and count \$100,000 worth of motor-cars inside ten minutes.

The world is getting better in some ways. You seldom see a man photographed with his chin in his hand.

Liquid rubber is now being pressed on motor-cars to give them excellent protective covering. May be an idea here for pedestrians.



THE FLAME THAT FREEZES

## AMAZING!!

New low priced Refrigerators operated by either Kerosene Oil, Electricity or Gas.

We announce that we are now able to offer to the public (either air-cooled or water-cooled) models.

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Second Prize	\$40.00
Third Prize	\$20.00
Three Consolation Prizes	\$10.00 Each

In addition to the Cash Prizes The Eastman Kodak Company offer a Special Prize which will be known as the—

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A 1932 Model Kodak 616 with f.6.3 Anastigmat Lens, which will be awarded for the

BEST STORY TELLING PICTURE.

### SECTION FOR SCHOOL CHILDREN.

Messrs. Waibel & Co. ("DEFAG") offer six "AGFA" box cameras to be competed for by school-children. These will be awarded to best six pictures in this class.

Bathing Scenes, Picnic Illustrations, Local Beauty Spots, Typical Chinese Studies, etc. All photographs must be of subjects taken in the Colony.

Photographs may be submitted forthwith, and it is intended to reproduce selected pictures in the *Telegraph* Pictorial Supplement as from the first Saturday in July. The Competition will close on August 31st, 1932.

The following rules will govern the Competition:—

- 1.—The Competition is confined exclusively to amateur photographers.
- 2.—The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs submitted up to August 31st, 1932. In the event of two or more photographs being considered of equal merit, any or all of the prizes will be divided accordingly. The decision of the Judges shall be final.
- 3.—The right to publish any or all of the entries in the *Telegraph* Pictorial Supplement is reserved.
- 4.—Photographs which have been already entered in local competitions will be ineligible.
- 5.—No photographs will be returned.
- 6.—Photographs, preferably in black and white, must be addressed to the Editor and must bear on back the name and address of competitor.
- 7.—No correspondence will be entered into in connexion with the Competition.
- 8.—The six "Agfa" cameras donated by Messrs. Waibel & Co. ("Defag") may only be competed for by local school-children. Each entry in this section must bear the name of the competitor together with that of his or her school.

THAT "SNAP" MAY WIN \$60.00!

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### \$20,000 GOLD BAR FROM LINER

#### LAURENTIC'S TREASURE

One bar of gold of an estimated value of \$20,000 has been recovered by the Mulet Salvage Company's steamer Estoy, which has been engaged since the beginning of June in the recovery of bullion from the White Star liner *Laurentic*.

The vessel was sunk in January 1917 off Lough Swilly, Donagall, Ireland, while taking \$6,000,000 in gold to America, and \$5,000,000 was recovered by Admiralty divers in 1919.

The salvage operations are being considerably handicapped by unfavourable weather. The gold, too, is deeply embedded in the sand.

#### NATIONAL STUD'S FUTURE

TO BE CLOSED EARLIER THAN  
EXPECTED

The National Stud in Ireland is to close to an end sooner than was generally expected and that all the brood mares and foals may be sold before the end of the year, presumably at the Newmarket December Sales.

The history of this establishment at Tully, Co. Kildare, in its present term dates back to 1915, when Lord Wavertree, then Col. W. Hall Walker, offered as a gift to the nation practically the whole of his thoroughbred stock available for breeding. Further, he undertook to sell to the Government, at a fair valuation, his stud farm at Tully and racing stables at Russley in Wiltshire.

After some hesitation this offer was accepted and Sir Henry Greer was appointed Director of the stud farm. It has been the custom each season to sell the majority of the yearlings bred at the National Stud, but a few have been leased to the Earl of Lonsdale for their racing careers.

#### Sandown Success.

One of the fillies leased in this way, Myrobella, won a £7,250 race at Sandown Park, while another good two-year-old leased by Lord Lonsdale, Nun's Veil, was successful at Newmarket. Two-thirds of stake winnings go to Lord Lonsdale and the balance to the National Stud, which therefore benefits substantially by the result of the race.

The accumulated trading profits since the establishment of the National Stud up to 1929 amounted to £118,883. More recently results have been disappointing, and the annual sale of yearlings at Newmarket recently was not of a successful character.

### COMEDY GOLF IN DELUGE

#### PUTT THAT FLOATED OUT OF THE HOLE

There was a sudden termination to golf in the £750 tournament on the Royal Portcawl Links, a deluge of rain making the game so farcical that the officials had no alternative but to join the efforts of the elements and "wash out" the day's play.

About 30 of the players started out in the second round of the 72-holes stroke competition in a deluge of rain, and many of them looked more like fishermen than golfers, covered, as they were, from head to foot in waterproof clothing.

Many embarked upon an adventure, uncomfortable at the start, and in the end quite ridiculous, with the putting greens miniature lakes.

#### A "Trout Stream."

The fifth green is built on the slope of a hill, and there was what was described by James Bradbeer, a campaigner accustomed to uncomfortable weather conditions, as a "trout stream" running across it.

Bradbeer was comparatively fortunate, for he managed to find the hole after playing three shots with a mashie niblick on the green.

Ernest Whitcombe hit the ball five times on the green, but never with a putter, before he could hole out in eight.

This green was probably the worst of all, but there were few opportunities of taking advantage of the rule which permits of moving a ball from casual water. A large mass of the holes had been cut in hollows, and a was more by luck than judgment that a ball could be pitched into the submerged hole.

Hugh Roberts, the Stoke Poges professional, played four mashie niblick shots on the fourth green before he eventually holed the ball, which had pitched over the hole and floated out again.

"I felt I wanted to put my foot on the ball to keep it in the hole," he said.

#### Hasty Meeting.

In such circumstances golf was impossible. The early starters stopped at the sixth green, their marker having returned to the clubhouse to seek advice.

The couples following were held up, and joined in a protest to the committee, but the rules do not permit a golfer to suspend play in a stroke competition, and a woman spectator, who was sheltering, pluckily agreed to take the place of the marker and proceed with the players who had no marker.

A meeting was hastily convened, and after consulting the Profes-



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sional Golfing Association it was decided to cancel the whole of the day's play.

The decision was conveyed to the players, who returned to the clubhouse looking like shipwrecked sailors. A fleet of cars was requisitioned and the players, soaked to the skin, were rushed to their hotels where warm baths and hot drinks were in great demand.

Arthur Havers, who was one of the leaders when play began, was out in the torrential downpour. He started quite well in the circumstances with 5, 6, 4, 3, 6, but he somehow managed to steer a course in an archipelago, sometimes going into the rough or a bunker for "dry land."

Abe Mitchell must be counted unlucky. He was due to start in the afternoon, but his partner having scratched he was given a starting time which coincided with the height of the storm. He was amazing. He started with figures better than par—4, 3, 4, 3—and appeared to revel in the water sport.

The irony of it all was that within an hour of play being cancelled the water had cleared away and the course was playable, but the decision was then irrevocable.

There is no precedent for play in a tournament of this kind being cancelled.

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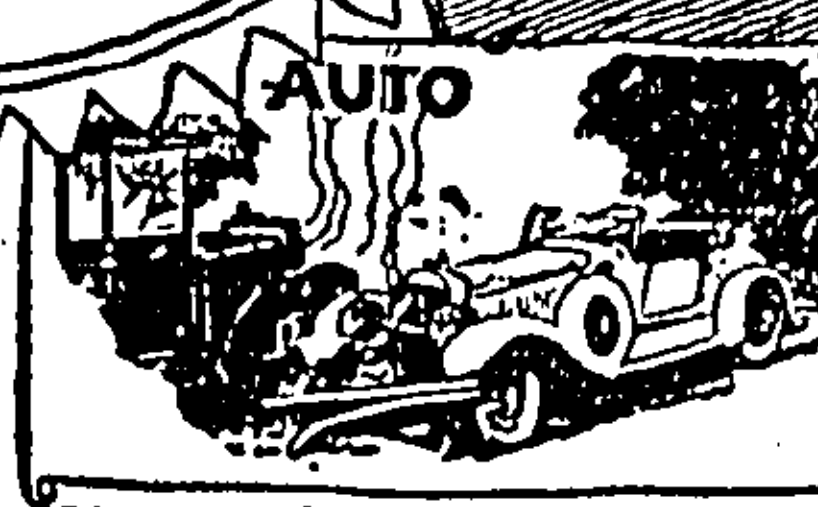
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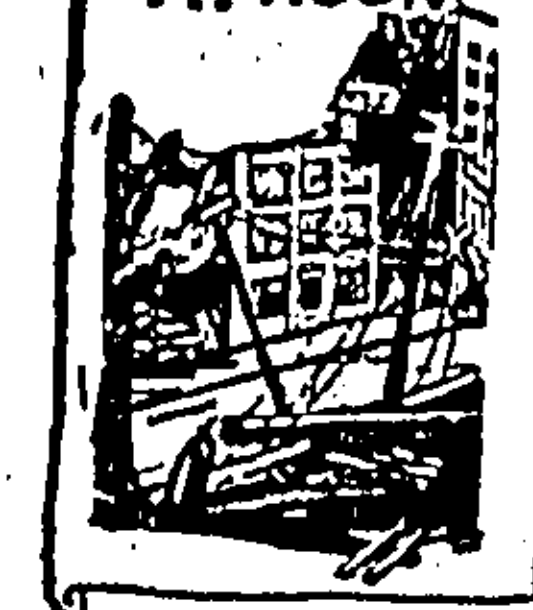
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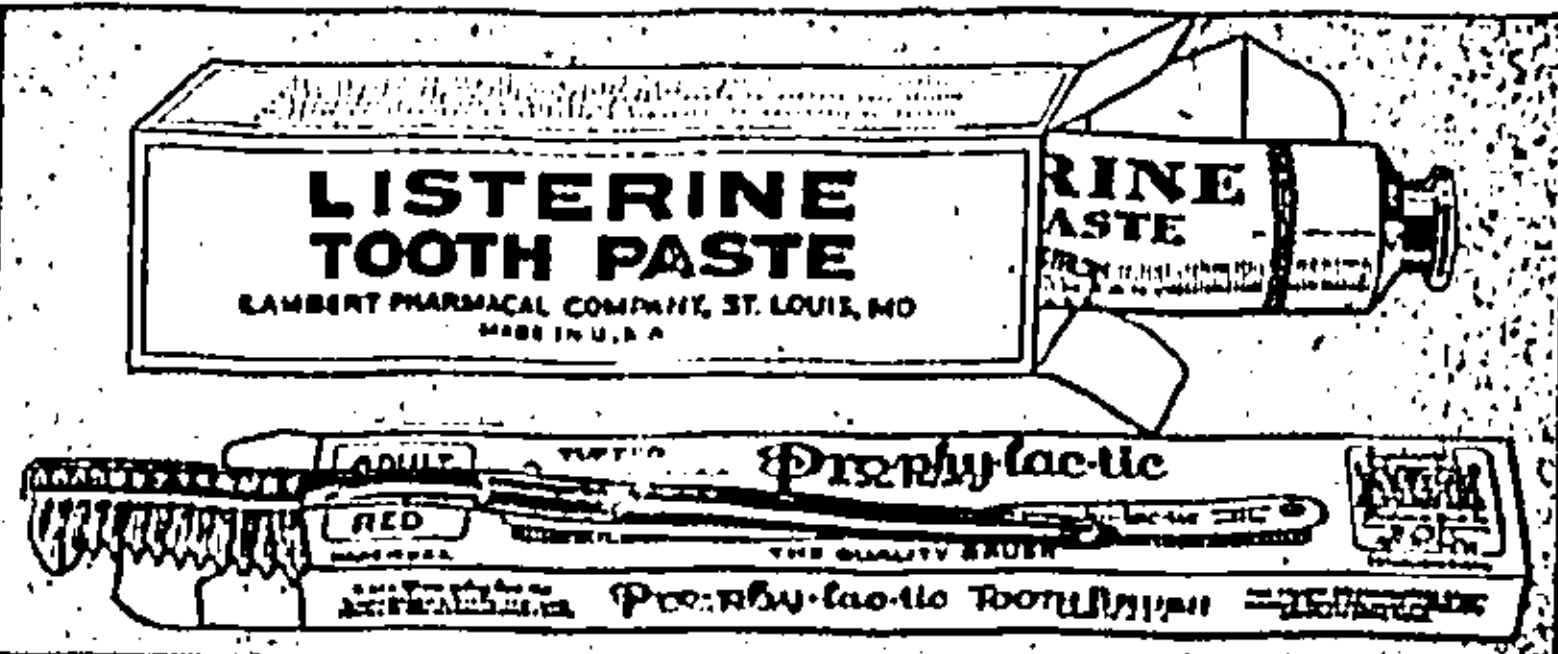
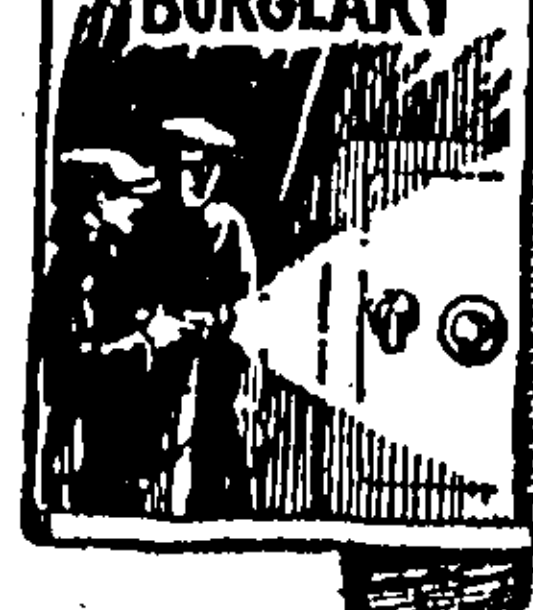
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## INSURANCE AND MOTORISTS.

### Policy-Holders and the Law: First Results of Compulsion.

Where shall I insure? What shall I cover? How much ought I to pay? These are the three questions which almost every owner of a motor-vehicle puts to himself at one time or another, according to the thesis advanced by Sir Edward Manville. In these days when we are all looking for ways and means of economizing the insurance premium is undoubtedly a feature of the motoring budget. Beware, however, of "false economy." Cheap insurance may prove a very bad investment.

From the early days when only one or two insurers would look at what was then a very unknown quantity—it was really little more than a gamble—motor insurance has grown to an extent which shows 130 companies in England actively engaged in the business. I have no intention of embarking upon any comparisons as between one company and another, but when it comes to a question of selection, the best possible advice is that the insurance should be placed with a company or underwriting group whose reputation for fair dealing and whose financial standing, together with the requisite organization for the prompt execution of repairs and settlement of claims, is beyond question. These are the prime considerations for those about to insure. Neglect of such precautions may be disastrous. A motor owner requires something more from his insurance company than a mere ability to pay claims.

The next question is, What shall I cover? To an extent this must necessarily be governed by the pocket. The law now compels the motorist to insure against claims by third parties for personal injury, and there is, of course, the temptation to limit insurance to the statutory requirement, but generally speaking this cannot be advised. The best protection, and the cheapest in the long run, is the usual comprehensive policy issued by all reliable insurance concerns which provides cover against all third-party claims damage to the car, fire, theft, injuries to owners, and medical expenses, with a bonus allowed for no claims. Naturally there are occasional variations in these policies and one finds that this or that particular insurer gives certain extra benefits without additional payment, but these are usual minor considerations as compared with the fundamental principles of sound insurance. The "no claim bonus" is an innovation in insurance practice which in itself contradicts one of the main principles upon which insurance is based—namely, to spread the cost fairly over the fortunate and unfortunate alike. It is realised that in motor insurance the personal element enters more largely into the risk than in any other form of insurance. As it does not seem practicable to penalise the reckless and incompetent—the "no claim bonus" has been devised as a means of rewarding those who by care and skill are able to avoid accidents.

Psychological Effect of Compulsory Insurance.  
How much ought I to pay? This is a phase of the matter which naturally appeals very strongly to the great bulk of motor owners, but from time to time it is made abundantly clear that to attach too much importance to this question of the amount of premium may be penny wise and pound foolish. The small premium is not necessarily an economy. The saving of a pound or two may be very attractive at the time, but it is obviously no saving unless accompanied by a certainty that all claims will be fairly and promptly

## A LEGAL POINT.

### The Dog Guarding A Motorcar.

It will be recalled that recently the English Courts were concerned in hearing an action for damages in which a child was injured by a dog in a stationary motorcar. A similar case has just been decided in Switzerland. The owner of a car, left his dog tied up inside it on guard. An inquisitive small boy poked his head inside the car and was bitten on the ear by the dog. Heavy damages were claimed by the father for injuries to his son caused "by a savage dog left unmuzzled in a public place." It was proved in evidence that the biting apparatus of the dog could not protrude outside the car, and in order to get bitten it was necessary to trespass on the car. The Swiss High Court held that the interior of the car is not a public place and the claim was dismissed.

met and that the insured will get the full benefit of the numerous services which an experienced and well-equipped insurance company can give. Experience proves that the insurance of motor-vehicles, when conducted upon lines which ensure the right service to the motorist, shows only a relatively small profit as compared with other business. There is therefore very little margin for extravagant rate cutting or the provision of additional benefits. Motor insurance is really not the El Dorado that many people are inclined to think it is, and more than one attempt to conduct the business on unorthodox lines has ended in Carey-street.

A word of warning may be addressed here to the motorist when filling in his proposal form. It is of the utmost importance that the questions should be answered accurately and that the information as to past record, number of accidents, and so forth should be exact in every detail. Neglect in this respect may mean the invalidation of the insurance policy plus an appearance in the police court on a charge of driving uninsured contrary to the insurance provisions of the Road Traffic Act. It is very doubtful whether motor owners are really aware of the many penalties they may incur by failure to comply with the provisions of the Road Traffic Act.

Without discussing the merits of the Insurance Section of the Road Traffic Act, it is wrong to assume, as many do, that the Act is an unmixed blessing to insurance companies. It has caused a vast amount of clerical labour and considerable expense. Only those having a practical acquaintance with it have any conception of the amount of additional work which the new Act has thrown upon insurance companies. The act not only imposes additional obligations upon them, but it tends to create in the minds of some injured pedestrians the impression that compulsory insurance means compulsory compensation whether or not the motorist is in any way responsible for the accident. It cannot be too widely known that the introduction of compulsory motor-car insurance has not in any way altered the common law liability of motor-car owners. Insurance companies having agreed with the Government to accept as many as possible of the abnormal risks, they are frequently obliged to accept risks which they would rather avoid. In fact, motorists need have no apprehensions that facilities for insurance will be unreasonably withheld, there are too many insurance organisations, all keenly seeking business.

It is to the credit of the insurance world that the difficulties which were bound to arise in any scheme of this nature have been bridged with a minimum of trouble to insured and insurer. It is equally to the credit of the Ministry of Transport, who were responsible for the introduction of compulsory insurance, that the many questions which have cropped up from time to time have been settled so amicably with the insurance interests.

Question of Payment to Motor Owners.  
Of course, one of the chief fears of insurers was the psychological effect of compulsory insurance on the public mind, and the danger that the knowledge that every motorist was insured would encourage and exaggerate claims. Moreover, there was the added danger of injury in personal injury cases, with the knowledge that the plaintiff would be indemnified by an insurance company, allowing their judgment to be guided more by sympathy than by the ordinary principles of negligence and contributory negligence, which should mainly govern the question of liability or non-liability. It is too soon to say to what extent, if at all, these fears have been realised. There has certainly been a tendency for claims to increase, and the congestion of the courts with large numbers of cases of personal injury is another indication of what is happening. But, on the whole, in view of the comparatively short time for which compulsory motor insurance has been working, con-

## SPORT FOR GIRLS.

### Neglected Since the War.

By Kirkstone in the "News-Chronicle."

Why are there so few women motor-cyclists nowadays? The girls of to-day are as adventurous as the girls of the war period who served as motor-cyclists with the auxiliary forces, and since the war many women have become enthusiastic pedal cyclists and motorists.

It was prophesied in 1920 that the adoption of the motor-cycle by girls would mean the doubling of output to meet the demand. But suddenly the enthusiasm flagged. In the past five years slow progress has been made, despite the fact that pioneers like Miss Marjorie Cottle have demonstrated that the motor-cycle is unequalled as a means of transport; reliable, cheap and easy to buy.

For Business Girls.  
Girls who have taken up motor-cycling have found that it is an asset in business. Recently, I was able to help two girls—one of whom was having trouble with a faulty plug. Both lived in districts where transport was scarce and none too cheap. They admitted they could not continue

better than was anticipated at the time the change was contemplated.

Finally, concerning relations between insured and insurer, experience has shown that the best form of advertising for an insurance company is the equitable and prompt settlement of claims, and it follows that the best advertising medium is the satisfied policy-holder. More and more it is being realised that motor insurance is not merely a question of collecting premiums and paying claims. The real job of the insurer is to inspire the insured with that degree of confidence which can only come through a prompt and efficient service to supervise repairs and help the insured in times of difficulty and, last but not least, the avoidance of quibbling over

their jobs—veterinary surgeon assistants—if they did not have motor-cycles.

Many girls hesitate to buy a motorcycle because they think the machines are too heavy for their strength, and too intricate to understand. That is wrong. Present-day machines—especially the small utility models—are so simple that what look like intricacies can easily be grasped by the average girl. A girl can quickly learn to remedy minor troubles when they occur—which is not often nowadays. Learning to ride is simple. The girl who has ridden a pedal cycle would find it ridiculously easy. As to read dirt, legshields can be fitted to any machine and the rider can arrive at her journey's end as clean as when she set out.

#### What to Wear.

I do not presume to suggest riding clothing for girls; but, three or four years ago, I heard Miss Marjorie Cottle at the Olympia show advising a girl that the ideal wear was a close-fitting hat, without fur trimming, riding breeches and leather coat, and boots of the hunting type. As an alternative to breeches she suggested a skirt of the "fold-over" type, which could be buttoned round each leg after the rider had mounted. A skirt, Miss Cottle added, is preferable when shopping or making calls.

trifles. But as a *quid pro quo* the insurer is fully entitled to expect reasonableness on the part of the insured. The will on both sides to do the fair thing for each other does far more than any amount of letter writing. The claimant who is unreasonable is almost certain to be up against difficulties. He will often antagonise the officials with whom he comes into contact and alienate their sympathies. Mutual trust and the spirit of give and take are all-essentials in the relation which should properly exist between the insurance company and the policy-holder. When they are present, disputes are less likely to arise, difficulties are more easily smoothed out, and both insurer and insured are satisfied with their bargain.

## THORNYCROFT MARINE ENGINES.

### Remarkable Tributes to Their Lasting Reliability.

Some remarkable tributes to the lasting reliability of Thornycroft marine engines have recently been received by the manufacturers from satisfied owners.

These are of significant interest to overseas users of marine engines who, more than anything, require a sturdy job that will stand up to many years of normal and not infrequently rough usage.

An example of the latter was mentioned in one letter from an Indian owner, whose native attendant had run his Thornycroft engine for a whole day without any water circulation, and was pleasantly surprised that no serious damage had resulted.

#### No Involuntary Stops.

Another letter stated "my engine has been in constant use for nearly four years, during which time it has not made an involuntary stop."

Their easy starting is commended by another owner, whose boat is equipped with two Thornycroft "Handybilly" engines. "They will both start on half a turn from cold and the petrol consumption is well under two gallons per hour for both engines going at full speed."

Even more convincing is the experience of another user who wrote, "For the 8th consecutive year the engine has run with its usual watch-like regularity. Except to change the oil and clean the plugs, nothing has been touched in any way whatever."

It is experiences such as these which have built up the worldwide regards for British engineering.

ing products, of which Thornycroft marine engines are worthy examples.

#### Sturdy Construction.

Overseas buyers of marine engines cannot be too careful discriminating amongst the very wide range of makes on the market choosing those which are primarily designed and built for marine service in preference to motor car type engines adapted for this purpose.

For marine service it is customary to run an engine at full throttle for long periods and only one of sturdy construction can be expected to stand up to such drastic treatment.

The brunt of the strain falls on the crankshaft, and it is well known that Lloyd's rules call for crankshafts, among other items, to be heavier than is usually considered necessary.

It may not be generally known that it has always been the standard practice of John I. Thornycroft & Co. Ltd., to fit exceptionally sturdy crankshafts to all their types of marine engines, all of them being larger in diameter and increasingly stronger than even Lloyd's formula. The increases range from 1.08% in the case of the well-known "Handybilly" 7½/9 h.p. engine to 3.73% in the case of their 100 h.p. RD/6 Engine.

Hence it will be understood why Thornycroft marine engines give such long-lived and dependable service such as to more than justify their somewhat higher initial costs.

Messrs. John I. Thornycroft & Co. Limited, are locally represented at Pioneer Building, Nathan Road, Kowloon.

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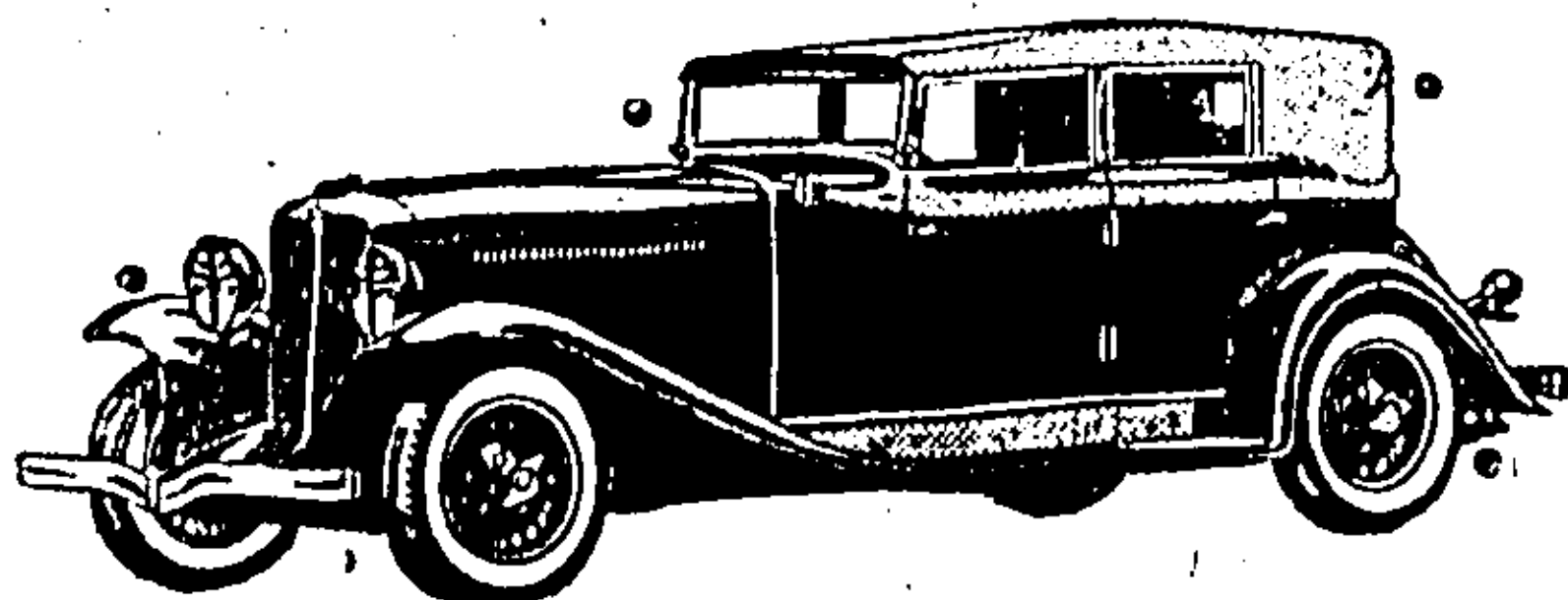
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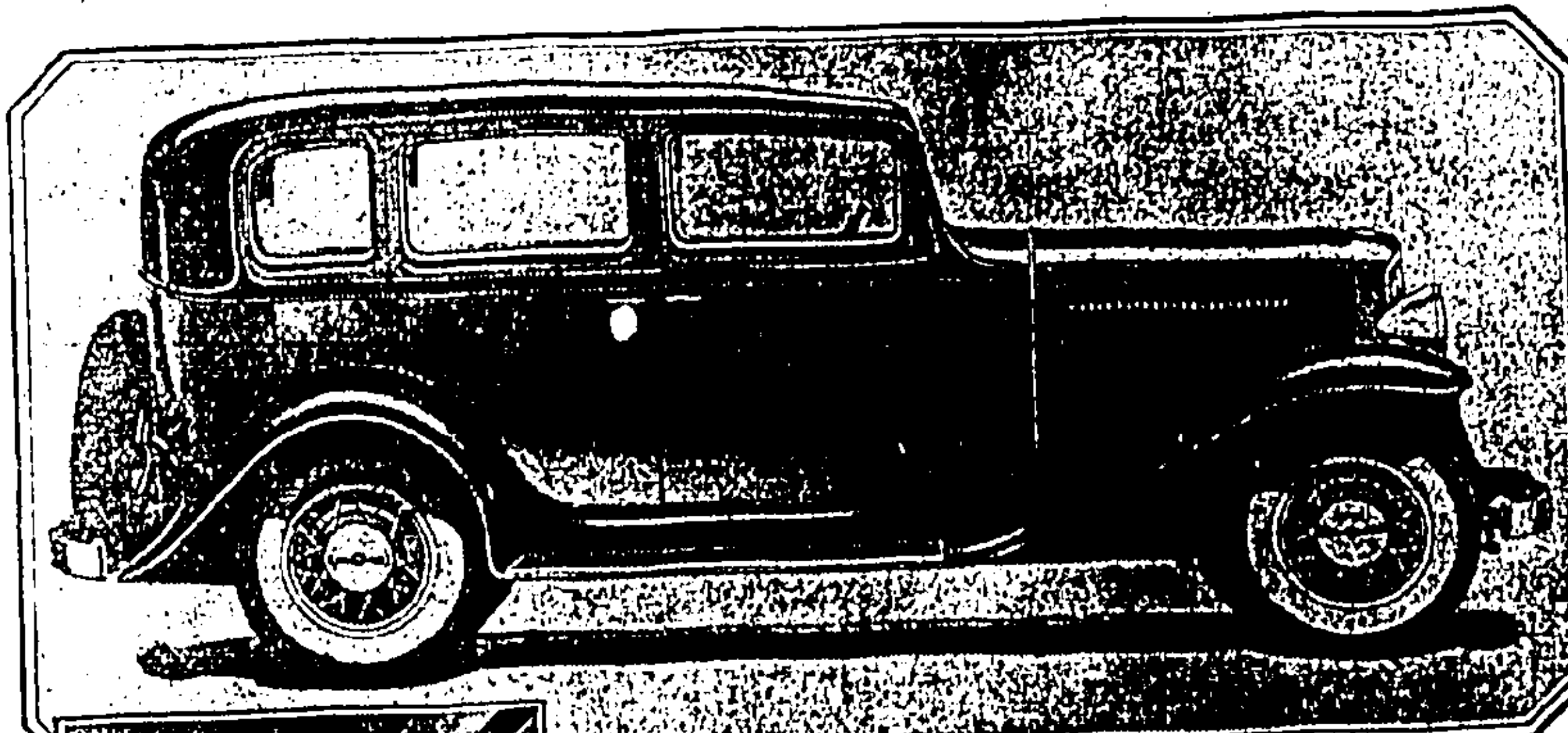
Dual Ratio, exclusive with Auburn and special equipment in all Custom Models gives you the equivalent of two cars in one; in the hills a most efficient hill climber; on the straight-away a smoother, quieter performance at high speeds with less wear and tear on the motor and running parts. On the boulevard or in the country with your car moving 20 to 60 M.P.H., turn the Dual Ratio lever on the instrument panel from Low Ratio to High Ratio and while your car continues at the same speed the motor speed drops down one-third of its former speed. Less vibration, quieter, and more economical.



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## Rockne Six Offers Quality at Low Price



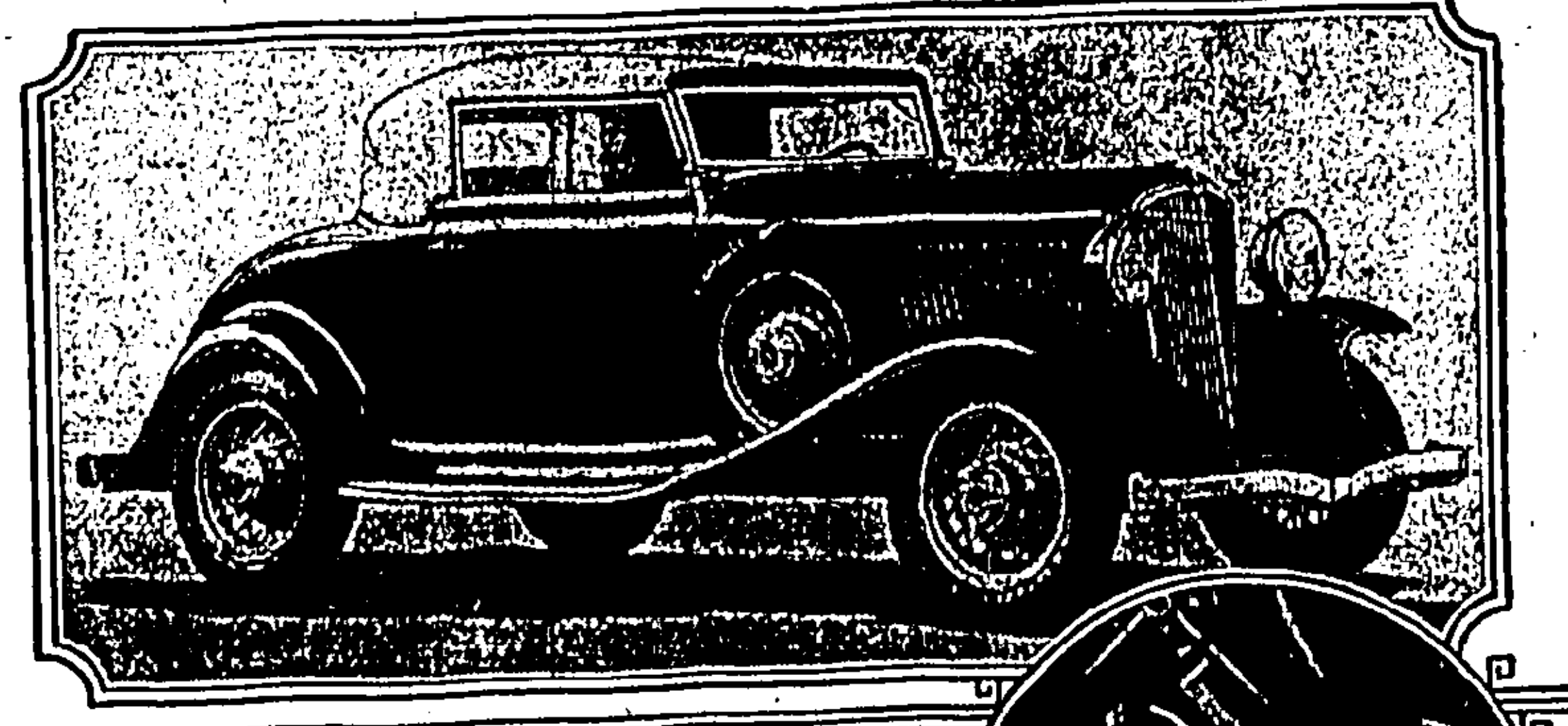
Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lend the swank of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.



Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 72 horsepower and assures a smooth, consistent high cruising speed. The unusual chassis length—144 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment; as are free wheeling and synchronized shifting.

Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel, adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on fender at left of steering column. Hand brake lever and gear change lever are forward in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the exterior proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interiors are upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motors Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.



Note the slanting louvers, sloping radiator and sloping wind screen of the Rockne Six "75" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 66 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engines have further deflected vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.

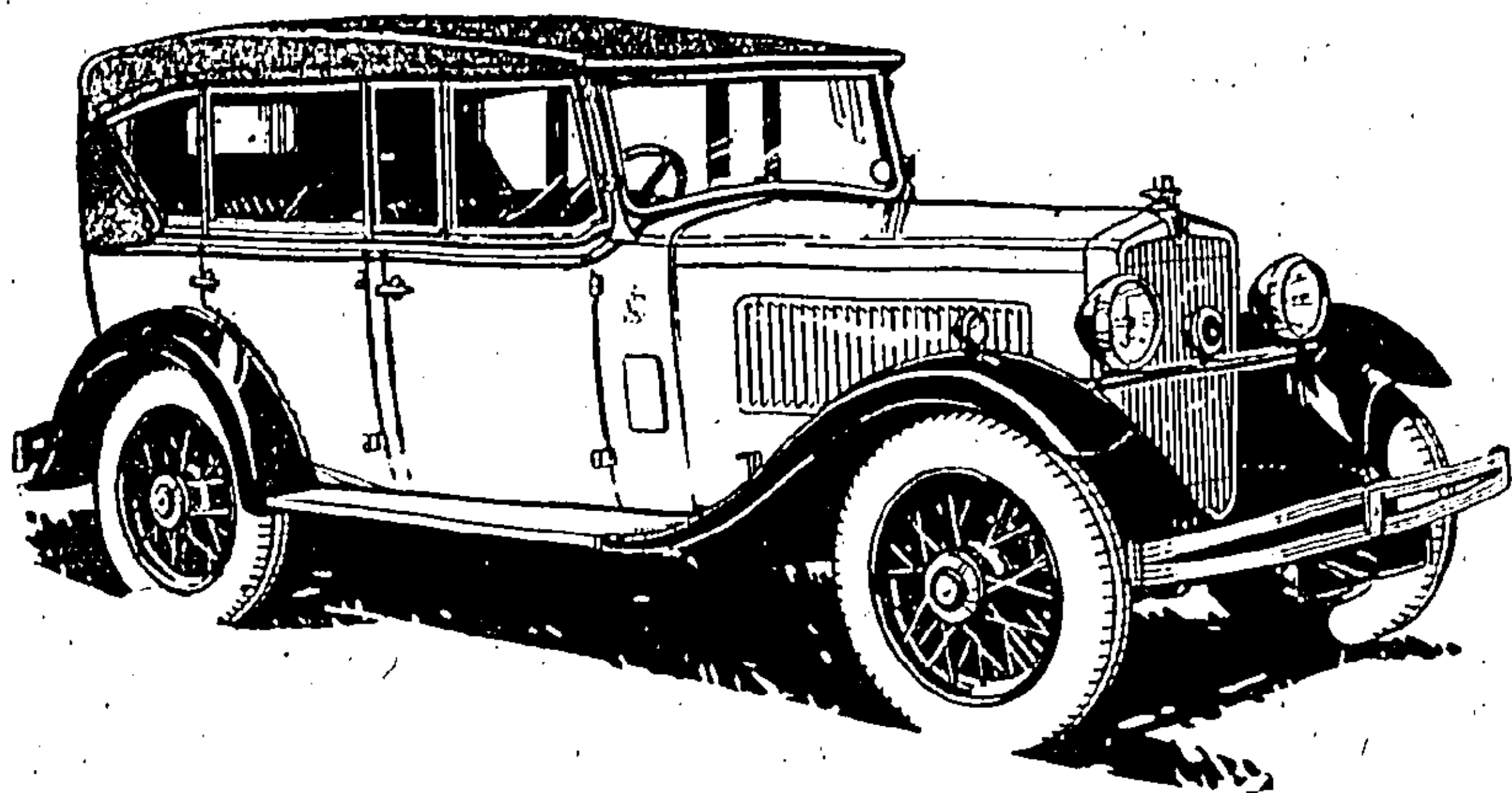
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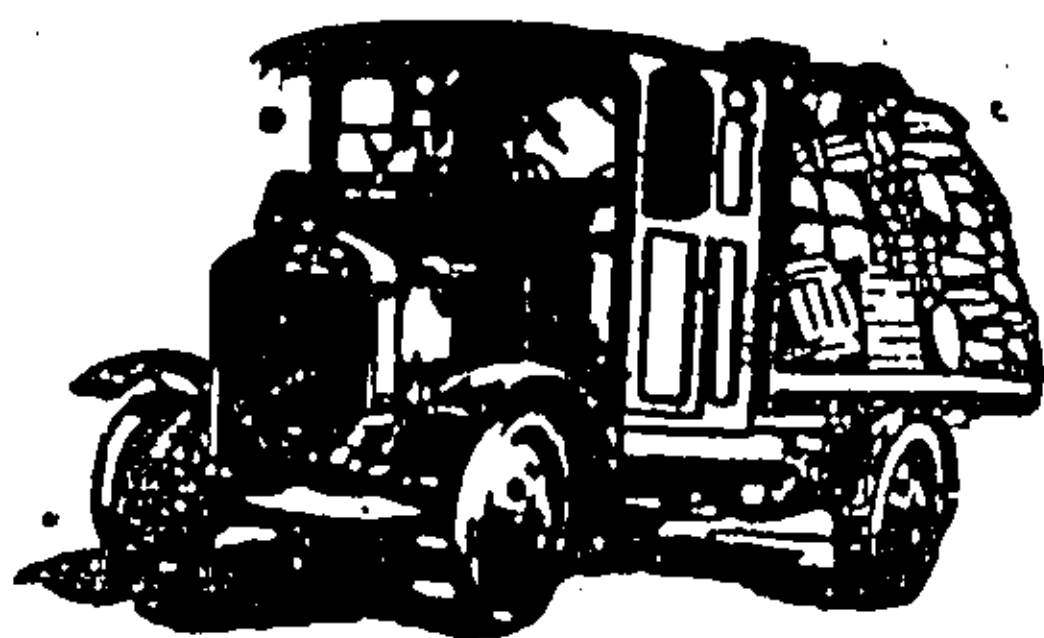
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## TRUST A THORNYCROFT WITH YOUR TRANSPORT

## SAFETY SIGNS THAT CRY "WOLF."

BY SIR MALCOLM CAMPBELL

Letters about safety on the roads continue to reach me in numbers which make it impossible to discuss all the useful suggestions made, though as a matter of interest I should like to pass on every idea which contributes constructively to a subject of burning importance.

The main fact which emerges from the correspondence is that the public has awakened to very serious concern at the growing numbers of road accidents, and, whether motorists or not, every one of my correspondents agrees on the principal point that nothing must be left undone to reduce accidents.

One letter speaks of the disposition shown by so many motorists to ignore the caution "Dead Slow" which is often painted on the road at the approach to cross roads. The writer tells me he lives where a subsidiary road crosses a main thoroughfare, and he, a motorist himself, is appalled at the manner in which he sees cars driven without the slightest regard to the danger of which they are adequately warned by a conspicuous caution painted on the road.

He tells me that during the eight and a half years he has lived at the place there have been between forty and fifty accidents, about a dozen of them involving fatalities.

Unfortunately there are too many irresponsible drivers of cars, drivers who take every risk with blind faith in their luck. As he rightly says, nobody would care much if only their own necks were at stake, but it is quite another matter that they are a danger to every other user of the road.

I agree that this type of recklessness should be put down very firmly, but as a preliminary to any organised police action I should like to see an approach to uniformity in the system of giving warning of dangerous approaches.

I am afraid there is a tendency on the part of authorities in many places to overdo these warnings. Every one of such notices should really mean what it indicates. The moment any warning system is overdone it becomes worse than useless.

Those Triangles. As an example of what I mean, we need only go back to the "red triangle" of the Motor Car Act. As soon as the Act laid down that the triangle was to be taken as a signal that extra caution was necessary, the country was simply plastered with these signs. Not only did local authorities erect them broadcast, but numberless landowners and householders whose property abutted upon a road put them up on any or no pretext.

The consequence was that the red triangle ceased to have any meaning; it was a case of crying wolf when there was no wolf. There is certainly a tendency today towards the over-use of white lines and cautionary signals generally, which is to be deplored. It is too much to ask that every such sign should be submitted to a central authority before it is erected or painted on the road, but I would appeal to road authorities to exercise common sense in sanctioning them.

I should like to see every danger point in the country marked, for that would be a contribution to safety, but I certainly do not want to see road warnings brought in to contempt by their erection in places where they have no possible application.

Signs Easily Missed. If none but really dangerous points are marked with cautionary signs, I agree that penalties for disregarding them should be heavy, so as to discourage the habitually dangerous driver.

One of the troubles of promiscuous use of such signs is that in so many cases it is difficult to prove danger, whereas by their judicious use to ignore them is to create a *prima facie* case of negligence at the very least.

I am not very keen about warnings painted on the road surface. They are too apt to be overlooked, especially at night, but the stranger in the district, to whom they are most necessary.

I should prefer, on the less frequented roads, a reflecting sign at the roadside, while in towns an

illuminated "cross-roads" sign should be placed in a conspicuous position to indicate "dead slow" and look round the corner before you cross.

Another letter received expresses the opinion that the abolition of the speed limit in towns has been responsible for a part of the increase in the number of accidents, and suggests the imposition of a limit of 25 miles an hour.

I do not altogether agree, because I do not believe that the average speed at which cars are driven has actually increased—in towns, at least—since the Road Traffic Act became effective.

The increase in accidents is, I think, due to the very much larger number of cars in use and to the fact that very many of them are being handled by drivers with no previous road experience and little sense of responsibility.

It cannot be too thoroughly appreciated that speed by itself has no relation to danger. It is speed in relation to traffic conditions which may constitute danger, and too often does. The point I want to make is that a speed of 10 miles an hour may be highly dangerous in certain circumstances, and therefore, in such conditions, a limit of 25 m.p.h. does not help.

I agree that far too many cars are habitually driven too fast in busy streets, and I agree that such fast driving, which connotes danger, should be put down with a strong hand, but it cannot be suppressed by the imposition of a specific speed limit.

Examination of Drivers. Another suggestion which is very often made to me is that before a licence to drive is issued the candidate should be put through an examination for competency.

I do not think that this would help us much. As a general rule, the novice is ultra-careful, and if it were possible to obtain a close analysis of road accidents I believe we should find that a very small proportion is due to sheer incompetence of new drivers. It is when the novice has emerged from the chrysalis stage and imagines himself—or herself—a fully grown butterfly that danger is likely to accrue, and by that time any imaginable examination could be easily passed.

There is another point, too: Some of the most reckless and inconsiderate drivers I have ever come across would pass any examination with their eyes shut, and driving with one hand. Furthermore, a scheme of comprehensive examinations would cost a great deal of money and would entail the creation of another army of officials, which would be highly undesirable without contributing materially to safety.

Better than all the examinations would be the elimination from among the ranks of motorists of the proved reckless, inconsiderate driver by depriving him of the right to drive. Unfortunately, this cannot be done until he has been convicted of dangerous driving, quite possibly involving injury to someone. If it were made known, however, that the powers of licence suspension or complete withdrawal with which the law has armed the magistracy would invariably be exercised, there would be far more care taken than there is.

A Matter of Milestones. I wonder how many milestones on English roads are accurately representative of the distances between them? I agree that it is a matter more of interest than of importance, but I do not believe half the stories told by our milestones.

I have a suspicion that when most of the distances were measured in the old posting days, when fares were charged at so much per mile as indicated by the milestones, very few miles ran to the full 1,760 yards.

I cannot find any records of a comprehensive checking of these distances in modern days. So far as I am aware, it is no part of the duty of the Ordnance Survey to vouch for the accuracy of the distances between milestones. With the speedometer dead steady, often there is a substantial difference. The varying distances to any particular place shown on country signposts is a joke, but one does expect the milestones to get close to the truth.

## FOR POLICE WORK.

### Armour Plating A Wizard.

Amongst the extraordinary commissions undertaken from time to time by the South African Railways, one of the most interesting was the order recently placed in the mechanical workshops to armour plate an ordinary Saloon motor car with the least possible delay. The work had to be accomplished within the short space of two days from the date of placing the order.

employed for Police purposes for guarding the Namaqualand Diamond Fields.

Within an hour of the arrival of the car in the workshops, templates were made and the armour plating sheared and trimmed preparatory to fitting to the body. The windscreen and rear windows were removed and replaced by plating. In the rear window cavity two loopholes were cut in the armour and fitted with flaps of the swivel type so that riflemen could have full command of the rear. The car was delivered to

## NEW RULE IN MOTOR SPEED.

### No Damages for Crash into Unlighted Car.

An important ruling respecting negligence on the roads was given recently by the Court of Appeal.

A Dorking motor-cyclist, J. Langely Baker, collided last September with an unlighted vehicle belonging to E. Longhurst and Sons, Ltd., and was awarded damages.

This judgment the Appeal Court recently set aside.

Lord Justice Scrutton said: "If people who ride motor-cycles go at such a pace on dark nights that they cannot pull up when they see something they must take the consequences of their own negligence."

"On Baker's own evidence he could pull up in ten yards. His lamp enabled him to see a vehicle 50 yards away."

"Either he was going so fast that he could not pull up within his range of vision or he was not looking. In either case he was negligent."

"It was no use saying the vehicle

was unlighted. It might have been a pedestrian, who was not required to carry a light, or (as in the New Forest) it might have been cattle. People must go at such a pace that they could pull up within the range of vision."

Lords Justices Lawrence and Greer concurred.

Effect of the Decision.

An official of the Automobile Association told the *New-Chronic* that he considered the ruling to be "very far reaching."

"It will have to be studied closely to see what effect it will have on the motorist," he said, "but seems to me to strike at the root of the motor lighting regulations. If 'no rear-light' is not to be taken into consideration, what is the use of making people have rear light at all? Why should a motorist worry about his rear light if he knows that it will not be taken into consideration when an accident happens?"

the advice contained in the letter and if they wished to retain birds as mascots either set them back so that the point did not protrude or made the beak of rubber. Private motorists, however, not always aware of the danger, have not been so sensible, and recently a motorcyclist died as the result of a wound inflicted by a pointed mascot-fitted to a radiator cap.

An appeal must be made to all motorists to remove mascots of this type, or to get them so that the spike does not project. There are brackets to enable this to be done, their disadvantage being that the mascot probably has to be moved before the bonnet can be opened. Nevertheless, every effort must be exerted to remove danger. Thoughtlessness causes these mascots to be retained.

## POINTED MASCOTS BANNED.

A letter deprecating the use of pointed mascots which projected beyond the radiator was last year sent by the Ministry of Transport to the Society of Motor Manufacturers and Traders. The hint was given that unless the use of these mascots was stopped a regulation to prohibit them would be made. The danger to pedestrians in the event of a collision, or even to a mechanic while working on the car, of a bird mascot with a sharp beak, for instance, is obvious, and the action to stop the fitting of such ornaments was wise. Manufacturers, of course, followed

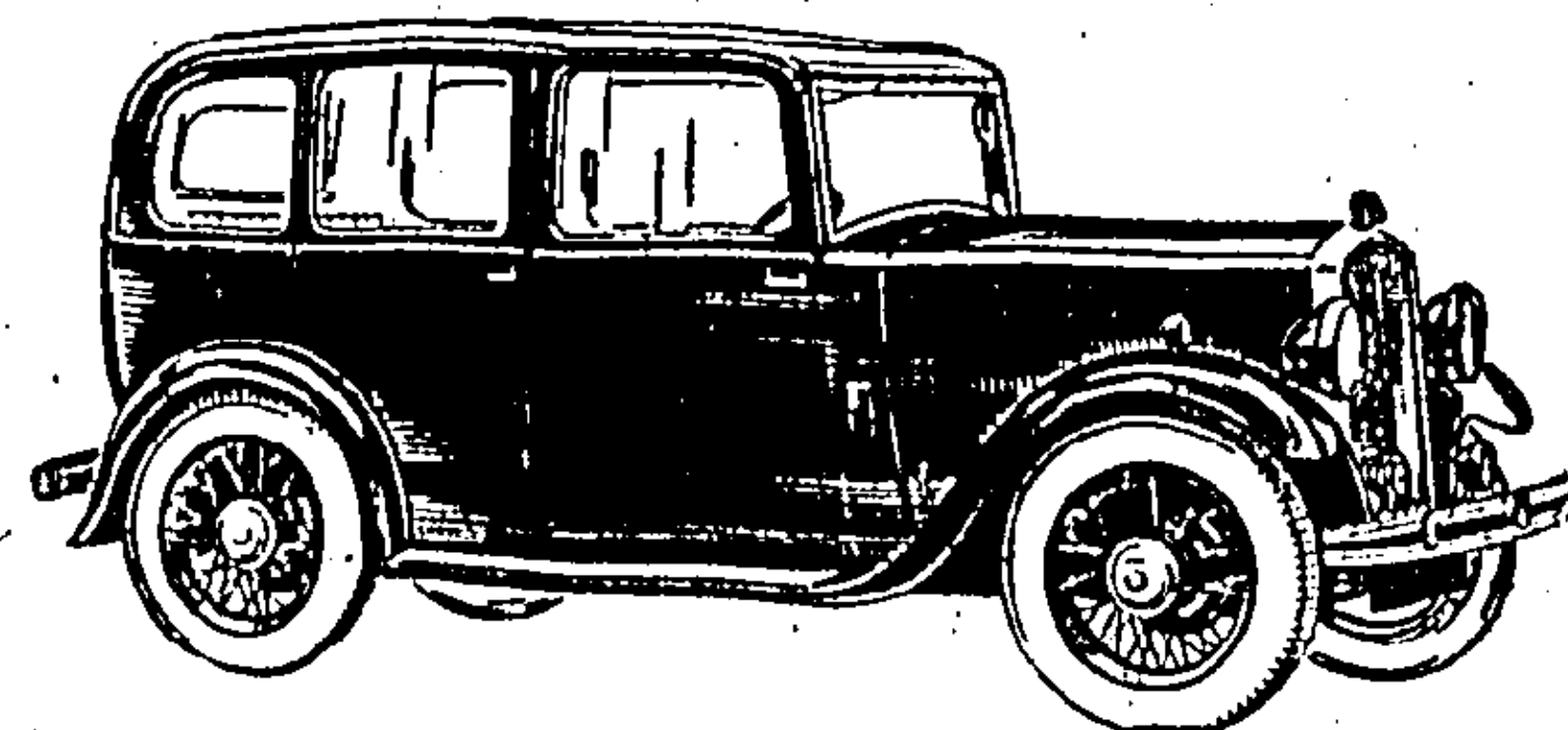
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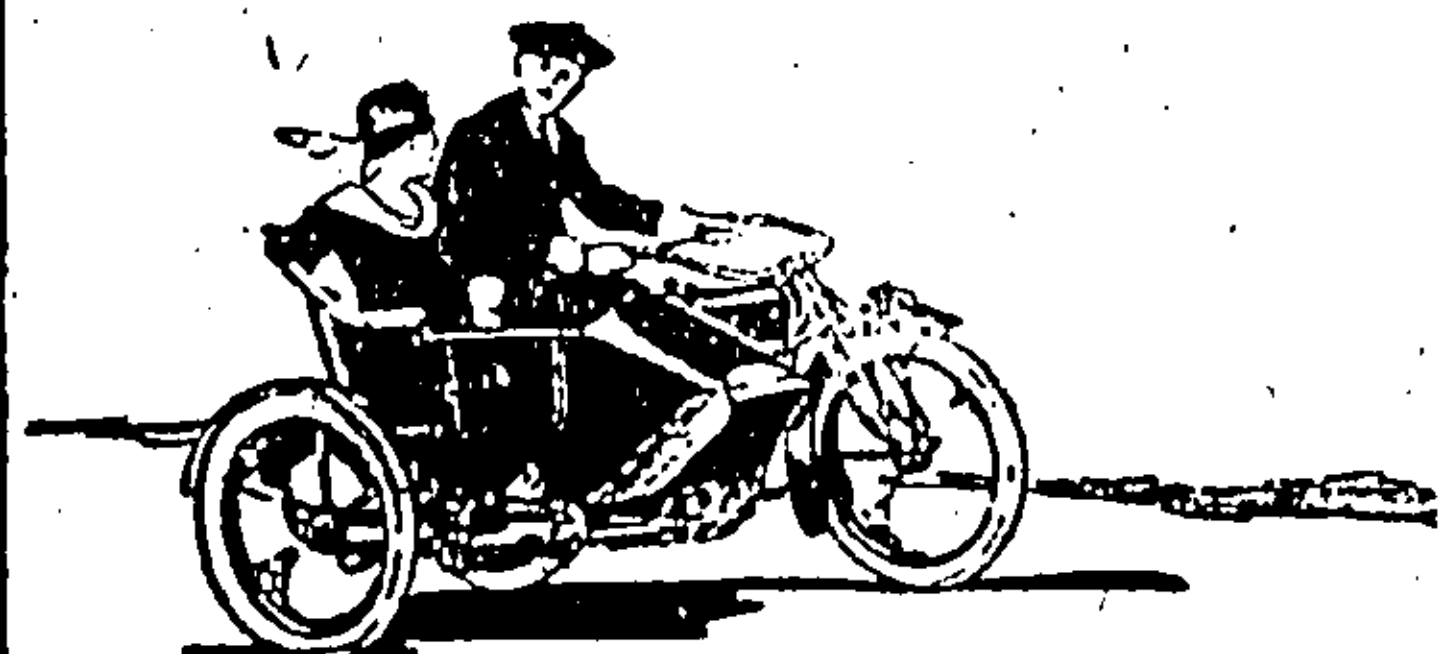
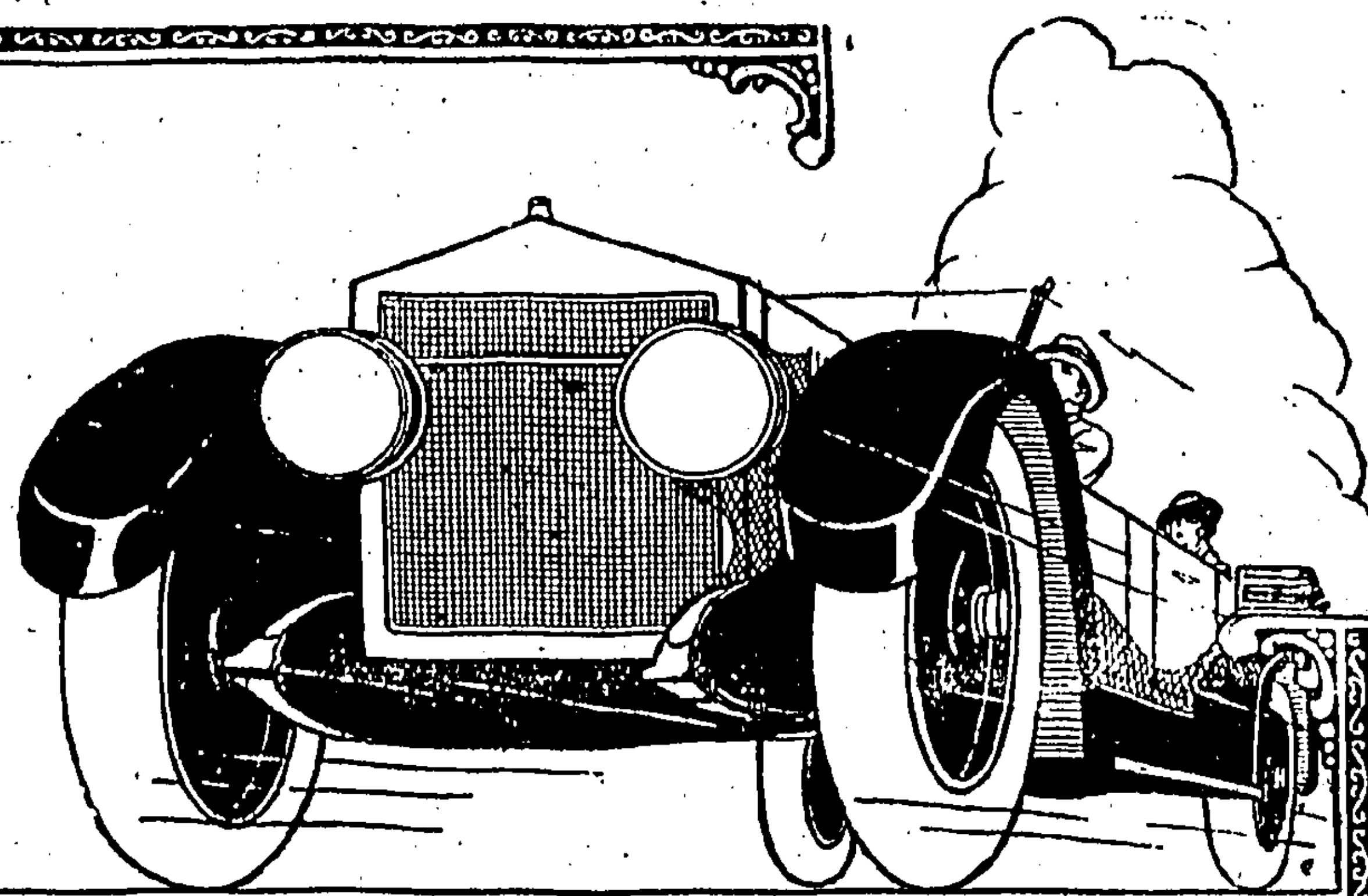
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High Court on behalf of a mem-  
ber who was fined for leaving a

## AN IDEAL HOLIDAY TOUR.

The Lure of Northern Ireland.  
By CHILTERN.  
(In the "News-Chronicle".)

During the past month many  
motorist readers have written to  
me asking for British holiday  
suggestions. Mostly, their letters  
have ended: "There must be  
glorious scenery, interesting as-  
sociations and a complete break-  
away from the usual English  
tour."

Rather a big request, but I be-  
lieve the ideal touring ground for  
them, and for hundreds of other  
motorists, is Northern Ireland.  
Ulster's six counties embrace  
three motor-tour essentials—grand-  
eur of scenery, magnificent roads,  
a delightful people, and, what is  
more delightful still, the traveller  
can drive on to the boat at Liver-  
pool, Heysham, Glasgow or Stran-  
raer and land free from Customs  
and travelling pass worries.

Even your driving licence holds  
good.

On one occasion I went from  
Stranraer to Larne—the shortest  
sea passage carried out by the  
L. M. S. The fare for the car  
(over 25 cwt.) was a little more  
than £3, and the time taken in  
crossing was 2 hr. 25 min.

While in Northern Ireland with  
Miss England II, I went over the  
route I am going to describe.  
Stranraer can be reached, over  
fine roads, from anywhere in Eng-  
land, and if you make the run  
through the beautiful Galloway  
country in the late afternoon you  
will never forget it.

### Lovely Antrim.

Larne, the gateway to the won-  
ders of the Antrim coast, is back-  
ed by a sickle-shaped promontory,  
at the end of which stand the re-  
mains of a thirteenth century cas-  
tle. For about 70 miles, to Port-  
rush, the motorist travels on a  
coast, with, on the one side, pur-  
plish, grey-blue highlands, road-  
ways under cliffs, great boulders  
heaped in quaint confusion and  
strange orderliness and, on the  
other side, breakers and blue wa-  
ter.

After 15 miles (I speak from  
memory) comes Glenarm, cele-  
brated for its magnificent park  
and glen, and its Franciscan mon-  
astery remains. Still flanked by  
towering heights and massive rocks  
with whitened cottages and farm-  
houses in the "breaks," and head-  
lands stretching into the blue dis-  
tance, travel to Carnlough (The  
Carn Lake), a quietly beautiful  
stretch of water, with the country  
around abounding in massive  
splendour and great waterfalls.  
Beyond Carnlough the motorist  
enters the glen land for which  
Antrim is famous; a land of wood-  
ed slopes; lushness growing in pro-  
fusion, and fascinating gorges  
laced with waterfalls, mighty and  
small; an area endless in subjects  
for the camera.

### Mountain And Glen.

Red Bay, with its girdle of old  
red-sandstone cliffs, and Water-  
foot, the entrance to Glenariff—  
the most charming of Antrim's  
eight glens—is one of the show  
places of Ulster. Here there is a  
200ft. waterfall; the Lurigentham,  
Crockaugh and Trostan moun-  
tains dominate a land full of an-  
tiquarian interests such as the  
old fortress of the McDonnells and  
the grave of Ossian.

In all this highway of delight

these districts round Cushendall,  
where, I was told, the old curfew  
bell is still rung, and round Cush-  
endall are the finest. After Cush-  
endall the scenery takes on a  
gentler tone till one comes to what  
is almost the most northerly point  
of Ireland—Ballycastle, with its  
mighty chasm and the massive,  
basaltic pillars of Grey Man's Path.  
In the distance are the Giant's  
Causeway and the headlands and  
mountains of Donegal.

The Giant's Causeway is one of  
the most stupendous stone forma-  
tions in the world. How many  
thousands of basaltic pillars of  
nine, eight, six and three sides  
there are I know not, but it is  
strikingly impressive. After the  
Causeway the motor-tourist can  
enjoy Portrush, a favourite Irish  
seaside resort with wonderful  
sands and a variety of one-day car  
runs traversing old Irish villages.

### Rope Bridge Thrill.

One run should certainly be  
made to Ballintory and to Carrick-  
a-Rede. This is a rock, separated  
from the mainland by a chasm 70  
or 80 feet wide, through which the  
sea rushes even on the calmest  
day. The chasm is spanned by a  
rope bridge, 80 feet above water  
level. Crossing this bridge is an  
experience not to be missed and  
the view is marvellous.

Go back to Larne by way of  
Limavady, Londonderry, Omagh,  
Dungannon and Portadown. Most  
of the way lies through striking  
scenery, rich woodlands, curious  
architecture, and roadsavenued  
with vivid coloured flowers.

I have given as much as I can to  
show the lure of this land, and I  
strongly recommend it for a tour.  
Both the A. A., which has an ex-  
ceptionally fine road back of Ire-  
land, and the R. A. C. would map  
out the tour. Motoring costs are  
much the same as in England. The  
hotels have greatly improved, and  
if you have ever met a more charm-  
ing, happier people than the people  
of Ulster, let me know.

The latest street accident figures  
—those for 1931—which are an-  
alysed in a Parliamentary Paper  
issued by the Home Office, are not  
pleasant reading for private mo-  
torists. In Great Britain during  
the year 6,691 persons were killed  
and 202,119 injured. In 1930 the  
figures were 7,305 and 177,895 re-  
spectively.

There was thus a decrease in  
deaths when comparing the two  
years but an increase in the num-  
ber of injured.

August was the worst month for  
accidents. Vehicles, to which fa-  
tal accidents were attributed, show  
the following totals: Private cars  
1,813; motor vans, lorries, etc.,  
1,399; motor cycles, without pillion  
passengers, 980; motor-cycles,  
with pillion passengers, 451; mo-  
tor-buses and coaches, 736; motor-  
cycles, with sidecars, 184; electric  
trams and buses, 118; motor-cabs,  
65; pedal-cycles, 632; and horse  
vehicles, 103.

The abolition of the speed limit  
is the only new road feature. It is  
a curious fact that Britain, with  
no regulations regarding braking  
efficiency, is almost top in the scale  
of vehicle accidents, while coun-  
tries with regulations enforcing a  
braking limit are lowest.

brought an action for compensa-  
tion, but the jury were unable to  
agree. In taking the matter to  
the Appeal Court, the A.A. asked  
for judgment to be entered for  
the motorist, mainly on the  
grounds that there was no evi-  
dence that the animal was dan-  
gerous, and consequently the  
motorist was entitled to leave the  
dog in the car.

Lord Justice Scrutton in giving

ferocious animals, and therefore  
the owner of the dog was not  
responsible unless the animal was  
actually known to have acquired  
vicious habits of which the owner  
was aware.

The decision in favour of the  
A.A. member virtually means that  
motorists can keep dogs, not  
known to be of a dangerous  
nature, in their cars without in-  
curring liability should the animal

## CHEAP BRITISH TWO-LITRE SIXES.

The Morris-Oxford.

(By John Prieoleau)

There has never been a period,  
even during the wildest boom years,  
when so wide or so excellent a  
choice of British motor-cars was  
offered to a public that has grown  
peculiarly discriminating (as the  
advertisements have it) of late  
years as at the present time.  
There are those who hold, perhaps  
rightly, that the weakness of the  
British industry lies in its enorm-  
ous variety of makes, and in its  
senseless internal competition, but  
whatever the facts of the case may  
be commercially, there is no doubt  
that a far more interesting selec-  
tion of cars is to be had at home  
than anywhere else. Certain  
foreign makes of historical fame,  
and one or two others which have  
built up a deservedly high reputa-  
tion for themselves wherever fine  
workmanship, outstanding perform-  
ance, and long mechanical life are  
esteemed, still hold their hard-  
won positions, but in none of the  
countries where these are built is  
there anything like the extraordi-  
nary choice we have at home.

Particularly is this the case with  
the type of car which is now prob-  
ably the most popular of all, the  
six-cylinder, which has a capacity  
of round about two litres, and a  
tax-rating of between £15 and £17.  
At the present moment there are no  
fewer than six British cars of this  
description, all of them the pro-  
ducts of famous factories, ranging  
in price from £235 to £298, while  
there are only three foreigners,  
two of which have 21-H.P. engines,  
in this price class. In the small  
car category we are supreme, of  
course, and it is not until prices  
rise to well over £500 that our in-  
dustry meets serious competition.

### Comparative Tests

I have lately been requested to  
try a number of these British lov-  
ely sixes, and as I complete the  
trials I propose to report the results  
in these articles. Each car will be  
taken over the same course, so that  
readers may have a fair opportunity  
of judging for themselves how they  
compare with each other. The run  
includes about ten miles of London  
traffic; a stretch of road on which  
any speeds up to sixty-five miles an  
hour can be safely attained; one  
long, trying rise, where a top-speed  
climb is an achievement; one short  
hill, culminating in a gradient of  
1 in 7, which is taken a special  
way; one hill with a gradient of  
1 in 5½; and a two-mile stretch  
of excessively badly-made road.  
Every portion of the run is per-  
fectly normal, and representative  
of what a main road user is faced  
with at any time.

### The Morris-Oxford Saloon

The first car on my new list is  
the Morris-Oxford 15 h.p. Six.  
This, in its pressed steel saloon  
form, costs £265. The bodywork  
is unusually roomy, and there is  
plenty of leg-room in front and be-  
hind. It is neatly finished through-  
out, the upholstery being of leather  
and the seats well upholstered.  
Draught-shields are fitted outside  
each of the six windows, and al-  
though I noticed a slight trace of  
engine-smell after a spell of hill-  
climbing (with one window open),  
the ventilation was excellent. The  
bodywork was remarkably quiet,  
practically no drumming being  
noticed on any gear or at any  
speed. The car had done about  
7,000 miles, I was told, and was  
therefore well run in.

The engine is a well-planned job,  
embodying the now familiar Morris  
features, such as the combined air-  
heater and cleaner over the cylinder-  
block. This also serves to collect  
fumes from the crank-case bren-  
dicator. Cooling is by pump, and the  
radiator has thermostatically-con-  
trolled shutters which, by the way,  
maintained the heat-level very  
steadily. Ignition is by coil and the  
carburettor is an "S.U." The

## DRIVING IMPROVED.

Abolition of English  
Speed Limits.

A cutting from the London  
Daily Telegraph contains some in-  
teresting comments, particularly  
in view of recent cable reports  
giving comparative traffic accident  
figures in England before and  
after the abolition of nominal  
speed limits.

In spite of the huge total of  
road casualties in 1931, revealed  
by the Home Secretary in the  
House of Commons recently, stat-  
ed the cutting, automobile organi-  
sations assert, on the evidence of  
their road patrols and other ob-  
servers, that there has been a gen-  
uine improvement in the standard  
of driving since the new Road Act  
came into force.

It is contended that the increase  
in the number of injured—from  
177,895 to 202,119—is more ap-  
parent than real.

Sir Herbert Samuel, in the  
House of Commons on Feb. 4 last,  
pointed out that the police were  
able to obtain fuller information  
through the institution of motor  
patrols and the requirements of  
the Road Traffic Act.

The Act makes it obligatory to  
report to the police every accident  
in which injury to persons or ani-  
mals is caused.

It is also argued that the de-  
crease in the number killed as  
compared with 1931—614—far  
outweighs the greater number of  
non-fatal accidents—a view which  
was supported recently by an  
official of the National Safety  
First Association.

controlled. The general lay-out is  
accessible.

### The Best Points

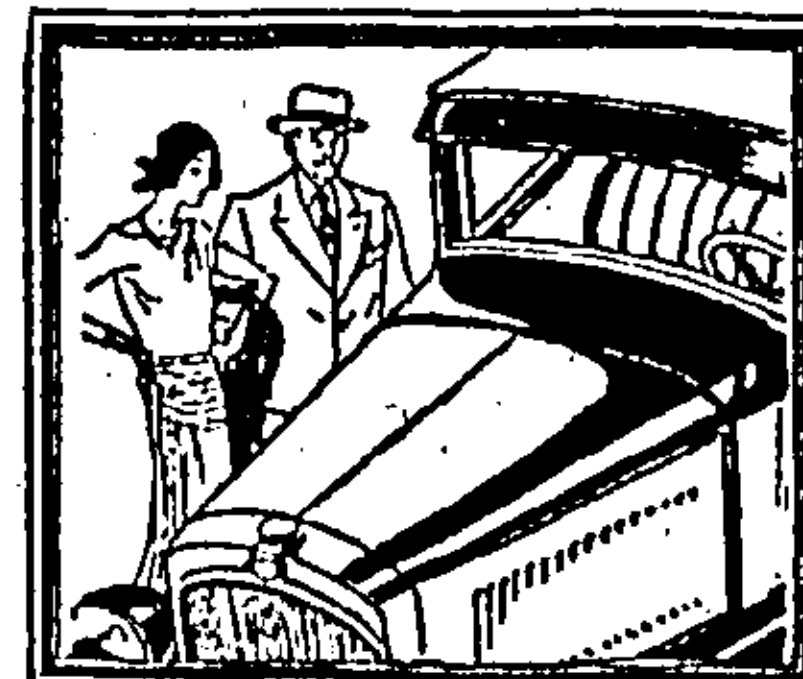
On the road I gave highest marks  
to the suspension, road-holding,  
steering (an immense improvement  
on older models), brakes, and en-  
gine-smoothness. In all these  
respects this new Morris is a de-  
lightful car to drive. The four-  
wheel hydraulic brakes are very  
powerful, but have a really smooth  
and progressive action. The side-  
brake was no more than adequate.  
I liked the steering very much. It  
had no marked caster action, but  
it was light and decisive. The  
springing and general balance of  
the car at all speeds were very  
good, and added considerably to  
other factors in producing a strong  
impression of staunchness. The  
engine is very well balanced, and I  
was unable to discover more than a  
very slight degree of vibration.

### Hill-Climbing

I should not regard this comfort-  
able family car as fast or notice-  
ably powerful nor do I imagine  
that its makers intended it to be  
either since they have in a very  
praise-worthy manner avoided the  
new fashionable horror of cramped  
coachwork. This is a full-sized  
car. Maximum speed, with little  
or no wind aft, was fifty-five  
miles an hour by speedometer.  
The long hill to Burgh Heath  
was climbed mostly on third  
at a minimum of twenty-two  
miles an hour and Peblecombe  
(with the 5½ gradient) brought  
the speed down to fourteen on bot-  
tom gear, about fifty yards from  
the top. The 1 in 7 hill produced  
a minimum of fourteen miles an  
hour on second gear, starting on  
top gear at twenty miles an hour.  
We were three in the car. The day  
was wet and the roads heavy.

The engine has a pleasant degree  
of flexibility, picks up smartly, and  
makes very little noise. My main  
impression of the new Morris-Ox-  
ford is that of an eminently com-  
fortable, smooth-running, roomy,  
long-lived car, that has been desig-  
ned to give its owner the least pos-  
sible amount of trouble in main-  
taining it.

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less, are the natural choice for  
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PICTORIAL SUPPLEMENT

SATURDAY, August 20th, 1932.

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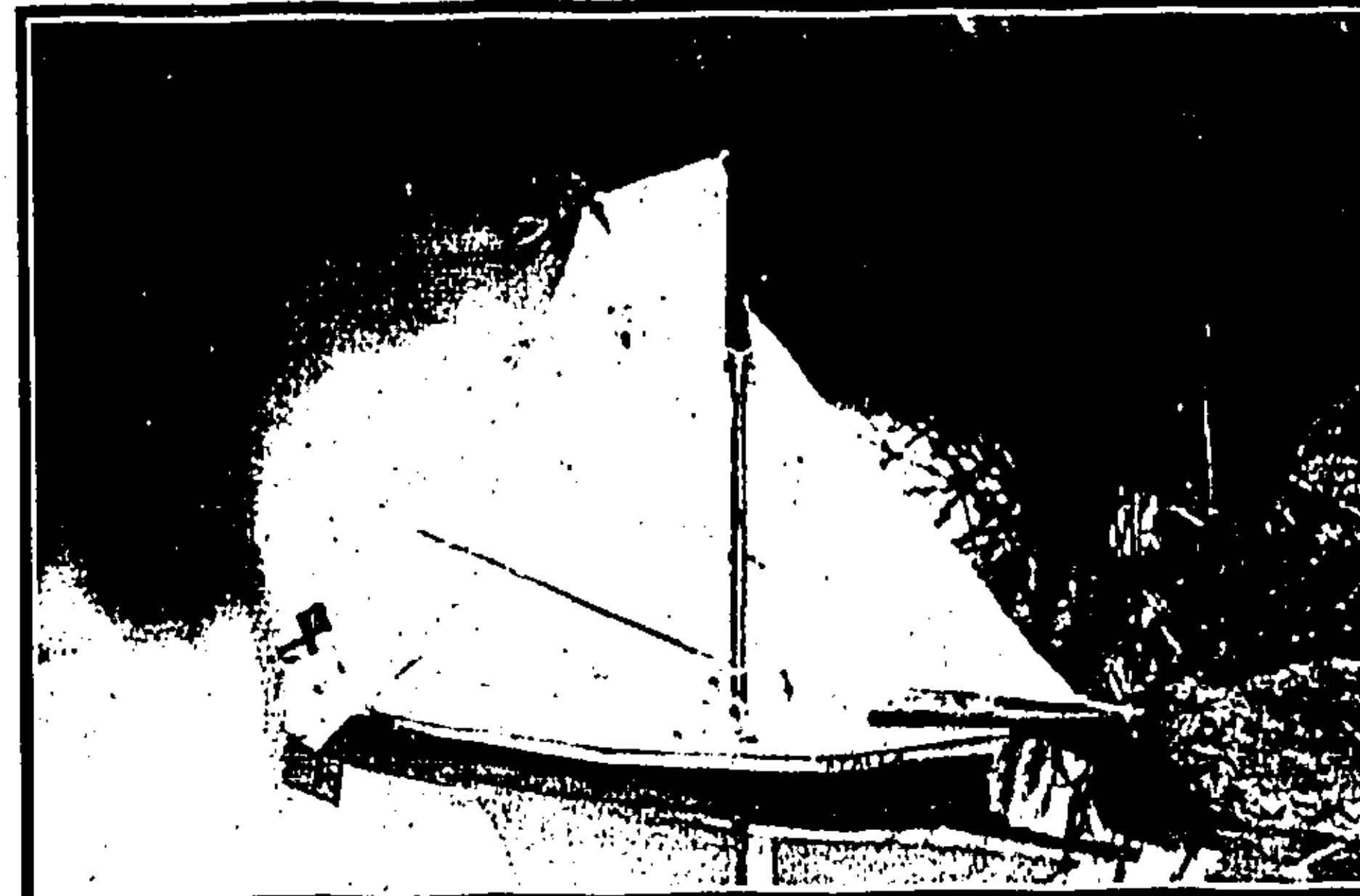
## "TELEGRAPH" SUMMER AMATEUR PHOTO COMPETITION



An artistic school children's section entry, entitled "Sunset Near Aberdeen." Entered by Mok Kai-wing, of Queen's College.



"The Stolen Kiss," an effective study by Mr. Loong Pei-tak.



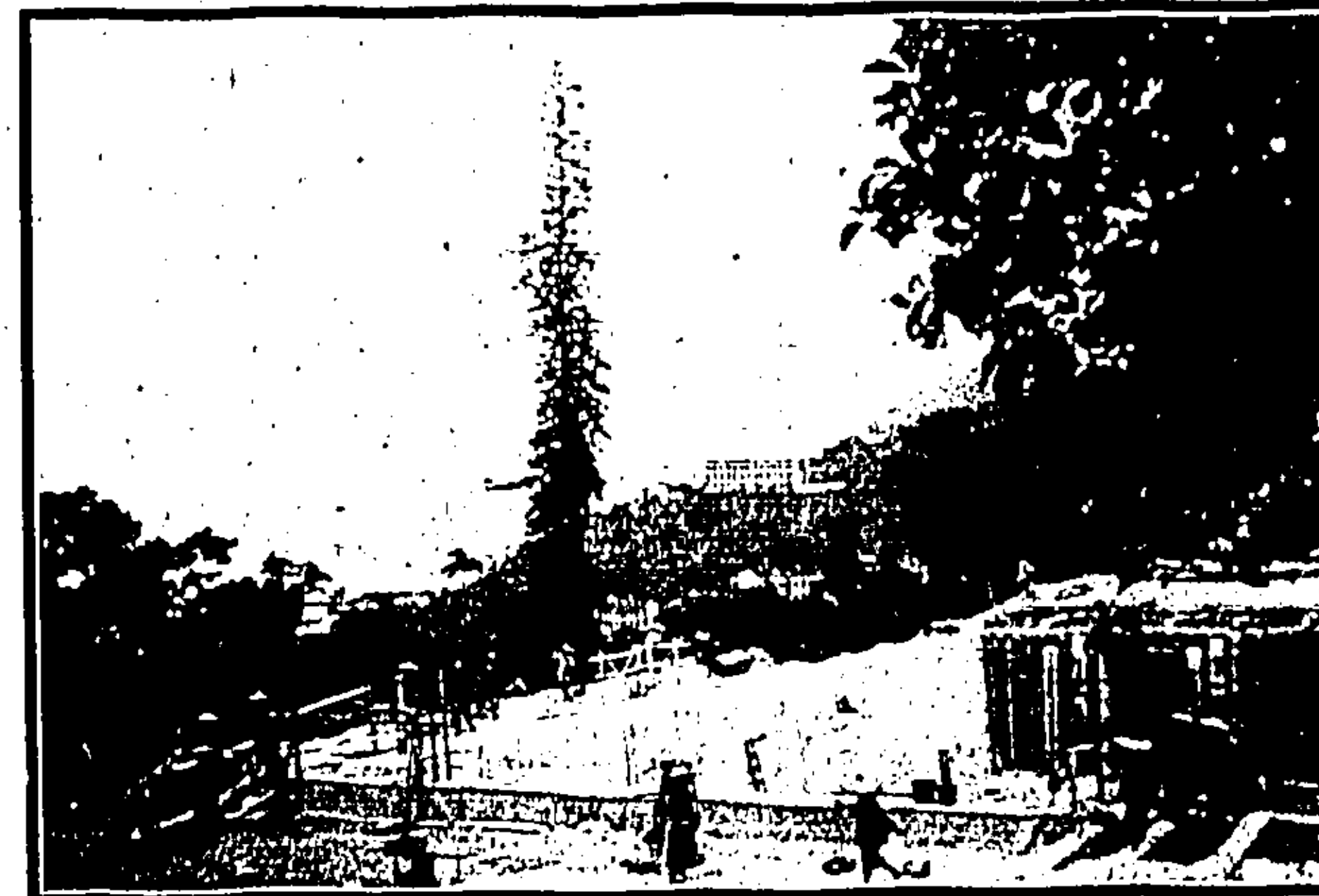
Master Andre Pestonji, of La Salle College, submits this entry in the school children's section. It is entitled "My Boat 'Azalea'".



Paulie See Kee, of Ching Wah College, enters this photo in the schoolchildren's section. It is entitled "Oh, Yeah!"



"A Quacking Life," entered in the schoolchildren's section by F. R. Abbas, Queen's College.



"But only God can make a tree!" Entered in the school children's section by Tony Green, of the Garrison School.



Dr. Th. Nagel, who enters this picture, names it "Pokfulum Road."



Jessie Wong, of the Diocesan Girls' School, enters this picture, entitled "The Guardian," in the school children's section.



"Plain Sailing," an effective entry by Mr. H. Alves.



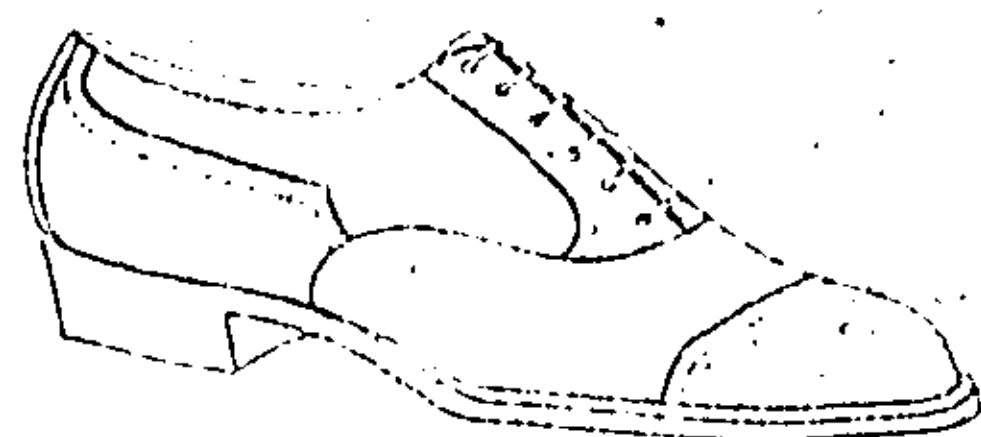
"Harvest Time," entered in the school children's section by F. R. Abbas, of Queen's College.



Yet another school children's section entry, by Tony Green, of the Garrison School. It is entitled "Fresh Eggs for Breakfast—But Not To-day."



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KHAKI  
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and  
All Wool.  
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Special religious services were held at Macao on Sunday in memory of those who lost their lives in last year's disastrous explosion. Photo, taken last week, shows some of the damaged property.



"Cracking-firing," a very effective entry in our Photograph Competition by Mr. Leong Pui-tak.



The Police sprang a surprise on the K. C. C. in the Lawn Bowls League on Saturday, winning by 13 shots. One of the rinks is seen in play. (Photo: Ming Yuen).



The Lawn Bowls League match between the Kowloon Bowling Green Club and Taikoo, on the former's ground, is shown in progress above. The visitors won. (Photo: Ming Yuen).



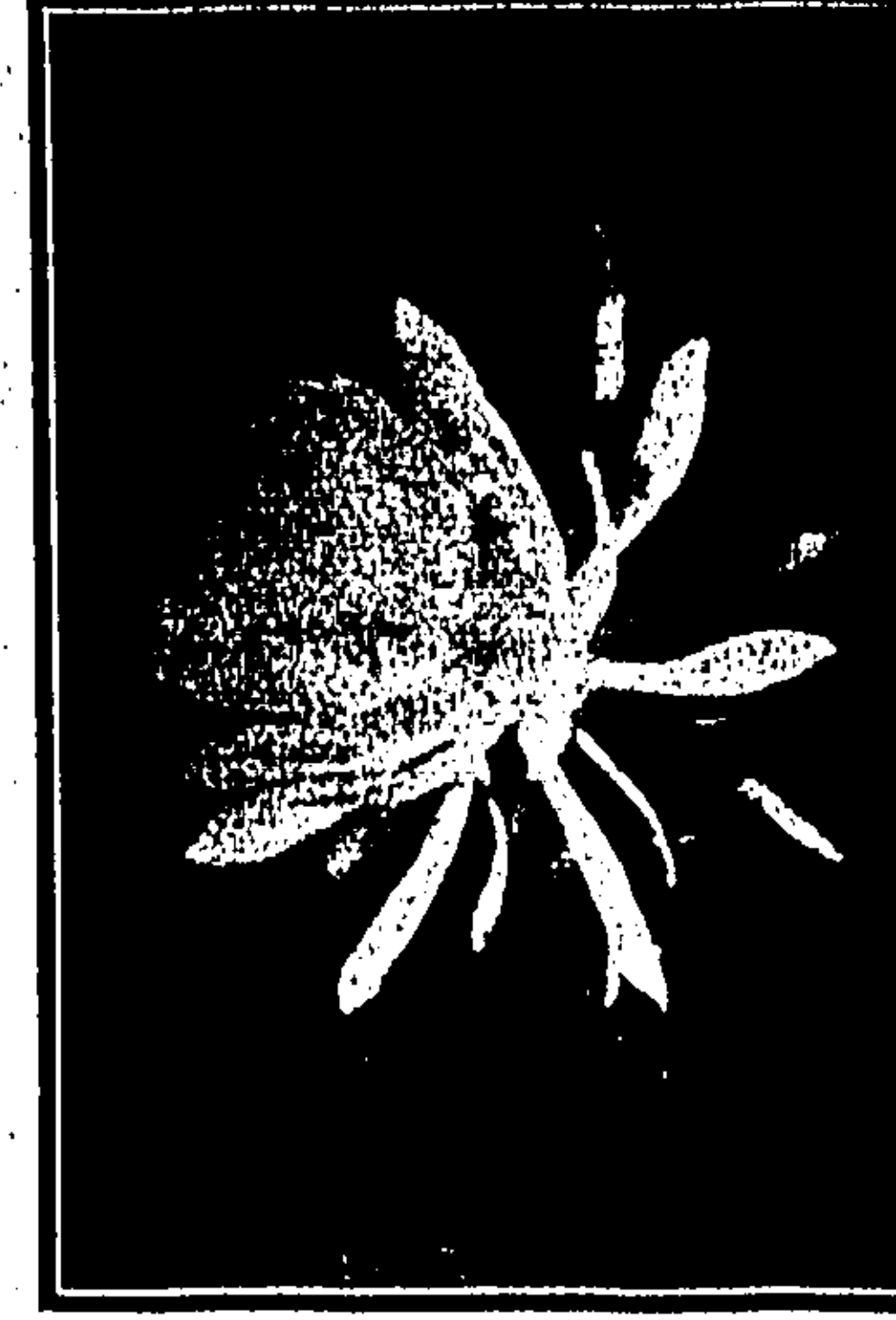
Third round matches in the Happy Valley Golf Championship were played on Sunday. Above pictures show two of the competitors teeing off. (Photos: Ming Yuen Studio).



Members of the Amey Y's Men's Club photographed on the occasion of the inauguration meeting. Dr. Linn Boonkamp, the guest of honor, is seen third from left in front row with Mr. Vlasov, the orator.



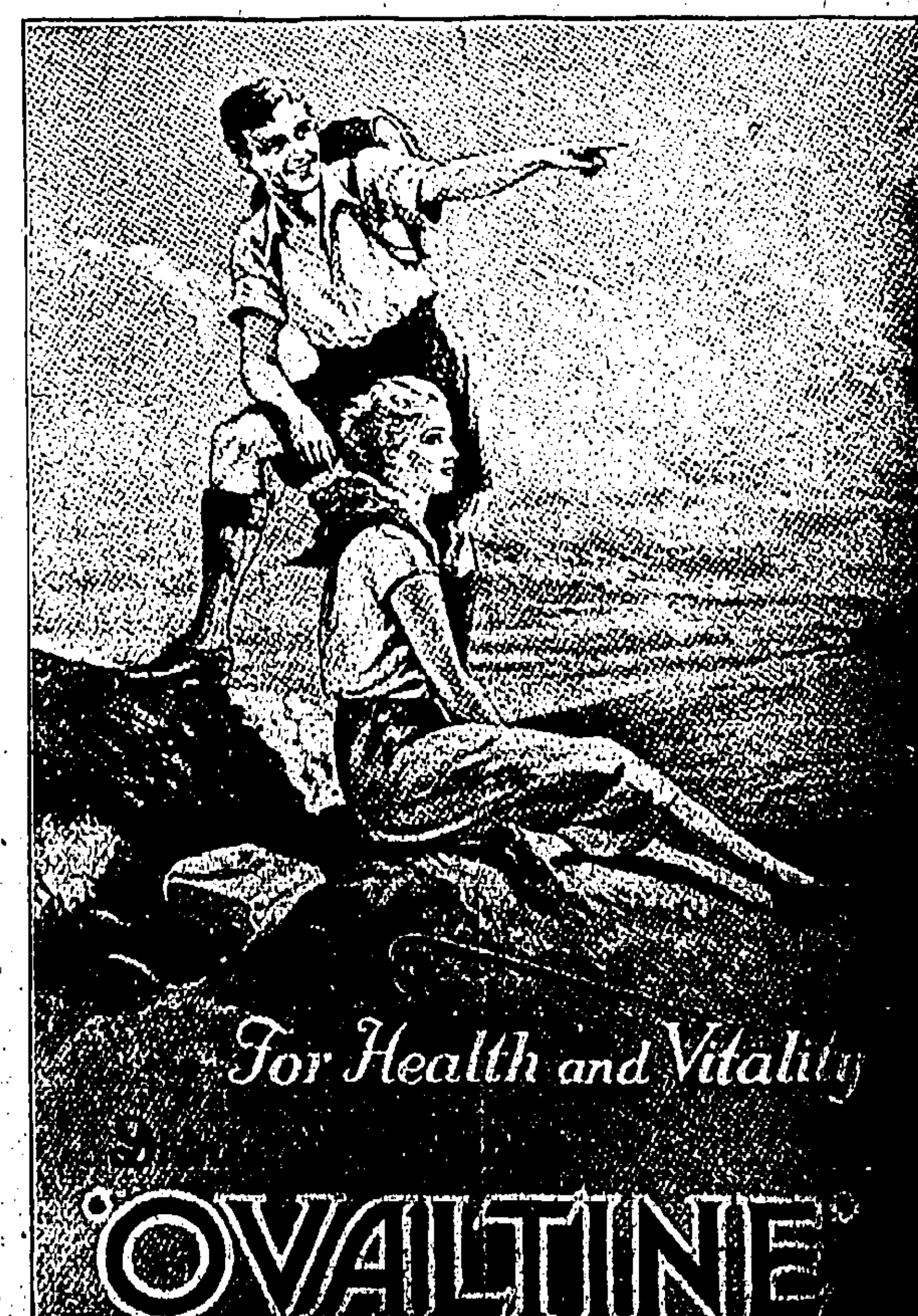
One way of keeping cool. A competition entry by Miss E. O'Hagan.



The "Lady of the Night" (*Cereus grandiflorus*). This is one of two photographs taken by Capt. F. W. Webb, A.D.C., when it flowered at Government House on Saturday. The bloom only opens at night, and fades within a few hours.



**"The Punch and Judy Show."** Another excellent study entered in our Photo Competition by Mr. Loong Pei-lak.



*For Health and Vitality*

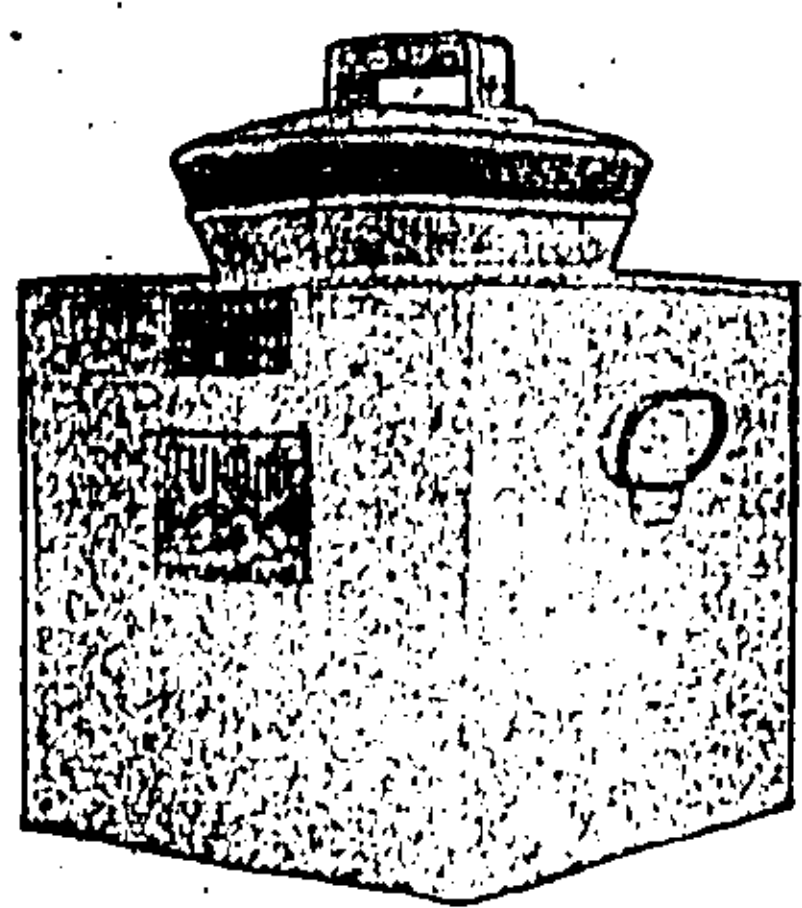
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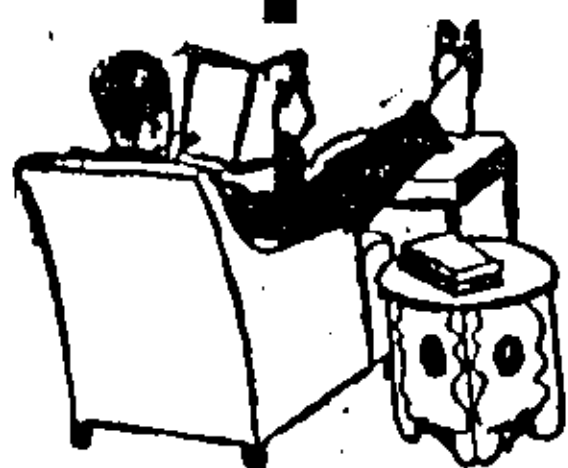
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NINE VICTIMS  
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London, Aug. 18.

TWO Test bowlers, T. B. Mitchell of Derbyshire, who was yesterday selected to fill the last vacancy in the touring side, and Harry Larwood of Notts, performed with outstanding effect with the ball during the past three days, the former taking 10 wickets in one match and the fast bowler nine.

Nichols of Essex also adroitly used the leather against Hampshire, and captured ten wickets during two innings, whilst Gover of Surrey enjoyed a similar success.

## COUNTY CHAMPIONSHIP.

Leicester (206 & 177-9) beat Notts (211 & 170) by one wicket at Leicester.  
Surrey (196 & 157-9) beat Northants (122 & 228) by one wicket at Northampton.  
Middlesex (420-8 dec. & 35-9) beat Glamorgan (249 & 204) by 10 wickets at Cardiff.  
Hampshire (264 & 241) beat Essex (231 & 197) by 77 runs at Southend.  
Lancashire (375 & 208-4 dec.) beat Warwick (358 & 51-4) on 1st innings at Birmingham.

## FRIENDLY MATCH.

Derbyshire (248 & 168) beat All India (205 & 202) by nine runs at Heston.

## HONOURS LIST.

Batting.	
Tyldesley (Lancs) v Warwick	160
J. L. Guise (Middlesex) v Glamorgan	127
Naoomal (All India) v Derby	101
Bowling.	
Nichols (Essex) v Hampshire	4 for 67
T. B. Mitchell (Derby) v All India	5 for 77
Gover (Surrey) v Northants	5 for 18
Townsend (Derby) v All India	4 for 56
Larwood (Notts) v Leicester	4 for 51
Kennedy (Hants) v Essex	5 for 94
Smith (Leicester) v Notts	5 for 48
Sims (Middlesex) v Glamorgan	5 for 71
W. C. Jupp (Northants) v Surrey	4 for 23
Matthews (Northants) v Surrey	4 for 24
Boyes (Hampshire) v Essex	4 for 72
Herman (Hampshire) v Essex	4 for 81

ONE WICKET  
WINSBY SURREY AND  
LEICESTER

By the barest of margins, namely one wicket, Surrey and Leicester won their matches against Northants and Notts respectively, and in the friendly encounter between Derby and All India, the latter suffered defeat by nine runs.

Bowlers enjoyed the upper hand, T. B. Mitchell (Derby) securing 10 wickets for 148 runs, Nichols of Essex obtaining another ten for 130, and Gover (Surrey) and Larwood (Notts) each capturing nine.

The only batsmen to shine were Tyldesley who hit up 160 in Lancashire's total of 357, J. L. Guise, the old Oxford player, who scored 127 for Middlesex, who were responsible for the highest single innings aggregate of the series, and Naoomal of India, who hit the Derby bowlers for 101.

Leicester accomplished a splendid performance in defeating Notts by one wicket, but Hampshire had to go all the way to secure the verdict against Essex.

The only match left without a definite result was that of Lancashire against Warwick, the former taking first innings points. —*Reporter.*

Greatest of All Olympic  
Meetings

Fifteen New Record Created at  
Los Angeles

## AMERICA'S UNCHALLENGABLE SUPREMACY

Los Angeles, Aug. 15.  
The Tenth Olympiad has gone down in history as a record breaker in the breaking of records.

Four years ago at Amsterdam twelve new men's track and field Olympic standards were set up, but at Los Angeles there were 18, and of these, seven were also world records. In the six women's events six new world and Olympic marks were established.

## TRACK AND FIELD.

Shot put—Leo Sexton, U. S. 52 feet 6-3/16 inches. New Olympic record.

High Jump—Duncan McNaughton, Canada, 6 feet 6-5/8 inches. New Olympic record.

100 meters dash—Eddie Tolan, U. S. 10.3 seconds. New Olympic and tied world's record.

400 meters hurdles—Robert Tisdall, Ireland, 51.8 seconds. Record not allowed as he knocked down last hurdle. Glenn Harding, U. S., second, credited with new Olympic record of 52 seconds.

Hammer throw—Dr. Patrick O'Callaghan, Ireland, 176 feet. New Olympic record.

800 meters run—Thomas Hampson, Great Britain, 49.8 seconds. New world record.

110 meter hurdles—George Saline, U. S., 14.4 seconds (in trials). New Olympic record.

Broad jump—Edward Gordon, U. S. 27 feet 3/4 inches. New Olympic record.

200 metres dash—Eddie Tolan, U. S. 21.2 seconds. New Olympic record.

Discuss throw—John Andersos, U. S., 162 feet 4-1/2 inches. New Olympic record.

Pole Vault—Bill Miller, U. S. 14 feet 1-1/2 inches. New world record.

60,000 meters walk—Thomas W. Green, Great Britain, 4 hours 59 minutes 10 seconds (Olympic record, new event).

1,500 meters run—Luigi Bacculi, Italy, 3 minutes 51.2 seconds. New Olympic record.

Hop, step and jump—Chubei Nambu, 51 feet 7 inches. New world record.

Javelin throw—Matti Jarvinen, Finland, 233 feet 9-1/2 inches. New world record.

5,000 meters—Lauri Lehtinen, Finland, 14 minutes 30 seconds. New Olympic record.

400 meters—Bill Carr, U. S., 46.2 seconds, new world record.

3,000 meters steeplechase—Vonnari Iso-Hollo, Finland, 9 minutes 18.4 seconds.

400 meter relay—United States quartet, 40 seconds, New world record.

1,600 meter relay—United States 3 minutes 5.2 seconds, New world record.

Marathon—Juan Carlos Zabala, Argentina, 2 hours 31 minutes 36 seconds, new Olympic record.

Decathlon—Jim Baugh, U. S., 8,462.23 points, new world record.

Pentathlon—Yohan Gabriel Oxenstierna, Sweden, 32 points.

400 meter relay—United States quartet, 47 seconds, new world record.

100 meter freestyle—Vasiji Miyazaki, Japan, 58.2 seconds, new world record.

800 meters relay—Japanese quartet, 8 minutes 58.4 second, new world record.

100 meters backstroke—Shoji Kiyokawa, Japan, 1 minute 8.6 second.

400 meter freestyle—Clarence Crabbe, U. S., 4 minutes 48.4 seconds, new world record.

200 meter breaststroke—Yoshiyuki Tsuruta, Japan, 2 minutes 45.8 seconds (world record of 2 minutes 44.9 seconds set in semi-finals by Reizo Koike, who was second in final).

1,500 meters freestyle—Kusuo Kitamura, Japan, 19 minutes 14.4 seconds, new world record.

Springboard diving—Mickey Riley, Gallitien, U. S.

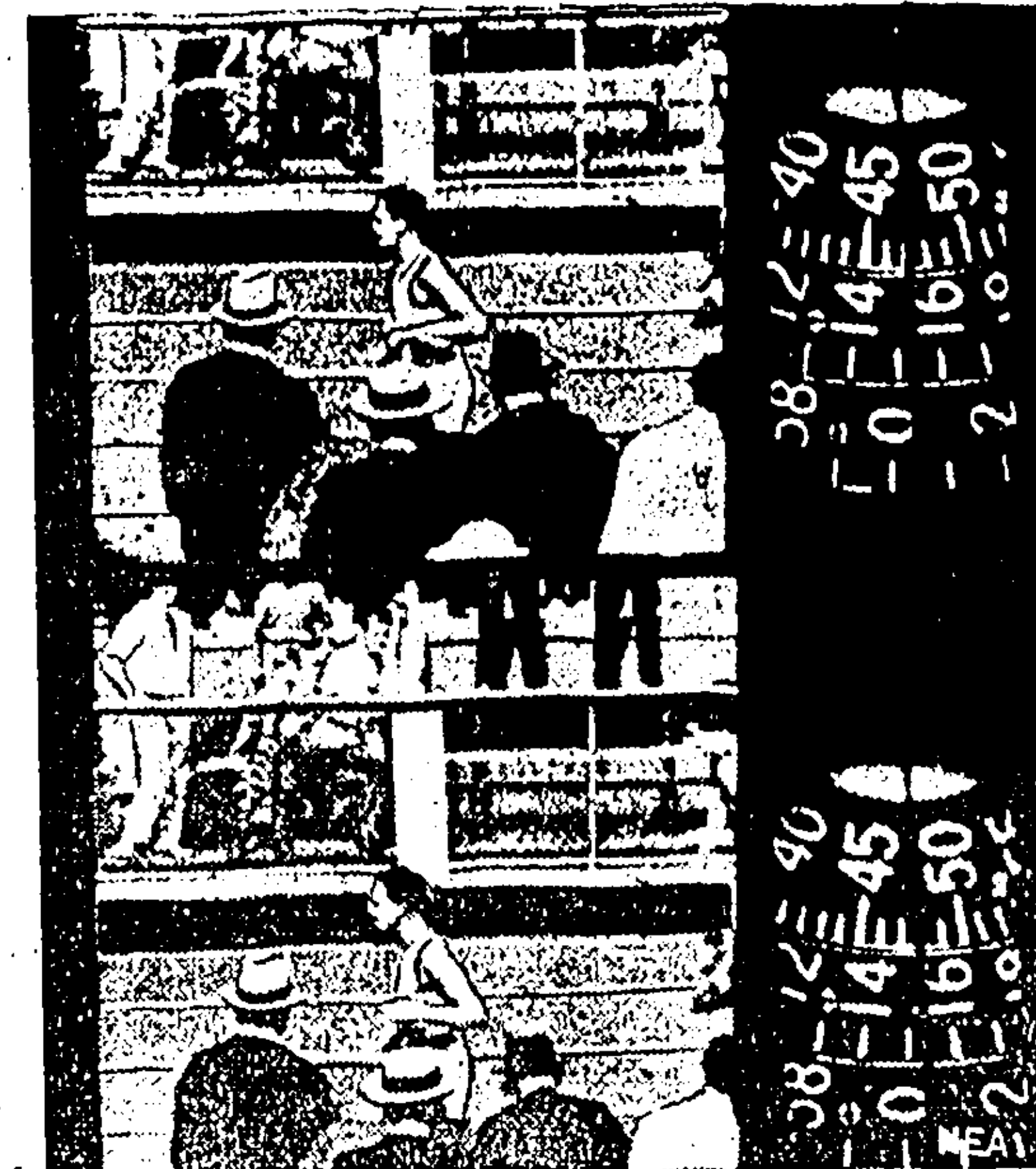
High diving—Harold Smith, U. S.

WOMEN'S SWIMMING AND DIVING.

100 meters freestyle—Helene Madison, U. S., 1 minute 6.8 seconds, new world record.

200 meter breaststroke—Clare Dennis, Australia, 3 minutes 6.3 seconds, new Olympic record.

100 meter backstroke—Eleanor Holm, U. S., 1 minute 19.4 seconds, new Olympic record (Miss Holm set).



There was no argument about the winner or the time in races at the Olympic games, thanks to the combined camera and electric clock which takes pictures at the finish line as shown above. The clock started with the starter's pistol and both the time, to tenths of a second, and the finish positions of the runners were caught by the camera.

a new world record in a preliminary in 1:18.3).

400 meter freestyle—Helen Madison, U. S., 5 minutes 28.5 seconds, new world record.

400 meter relay—United States quartet, 4 minutes 38 seconds, new Olympic record.

Springboard diving—Georgia Coleman, U. S.

High diving—Dorothy Poynton, U. S.

WATER POLO.

Team champion—Hungary.

BOXING.

Team champion—United States.

112-lb. class—Stephen Enckes, Hungary.

118 lb. class—Horace Gwynne, Canada.

126 lb. class—Carleto, Rosebo, Argentina.

135 lb. class—Lawrence Stevens, South Africa.

Welterweight—Eddie Flynn, United States.

Middleweight—Carmen Barth, U. S.

175 lb. class—David Carstens, South Africa.

Heavyweight—Santiago Lovell, Argentina.

FREE STYLE WRESTLING.

Team title—United States.

Featherweight—Herman Pehla, Jamski, Finland.

Bantamweight—Robert Pearce, U. S.

Welterweight—Jack Van Berber.

U.S. Lightweight—Peter Mehringer, U. S.

Middleweight—Ivar Johansson, Sweden.

Heavyweight—Johan Richsoff, Sweden.

GRECO-ROMAN WRESTLING.

Team title—Sweden.

Bantamweight—Jacob Brendel, Germany.

Welterweight—Eric Malmberg, Sweden.

Middleweight—Vaino Kokinen, Finland.

Heavyweight—Carl Westergren, Sweden.

ROWING.

Team title—United States.

Eight-oared crew, University of California U. S.

Single sculls—Bobby Pearce, Australia.

Double sculls—Garrett Ollmore and Ken Myers, U. S.

Pair-oared with coxswain—Germany.

Pair-oared without coxswain—Germany.

Four-oared with coxswain—Great Britain.

SAILING.

Star boat—Gilbert Gray, United States.

Eight meter yachts—Owen Churchill, United States.

Six meter yachts—Thor Holm, United States.

Monotype yacht—Jacques Lebrun, France.

WEIGHT LIFTING.

Featherweight—Raymond Suvigoy, France.

Lightweight—Rene Duvorger, France. (717 pounds, three attempts, new world record).

Middleweight—Rudolf Ysmayr, Germany.

Light heavyweight—Louis Hustin, France.

Heavyweight—Haroslav, Skovla, Czecho-Slovakia. (835 pounds, three attempts, new world record).

FENCING.

Team Foils title—France.

Individual men's foils—Gustavo (Continued on Page 7.)

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For years the kitchen was the "Black-hole" of the Hongkong home . . . just a place in which the cook worked. Now comes the realization that this most important of rooms can be made just as clean, as tidy and satisfying to your ideas of propriety as any other room in the house—And so . . . the kitchen of to-day need no longer be the sooty eye-sore of a room it used to be, but a bright, sootless healthy place . . . a room which it will be a pleasure to show to your friends. Many people have found the secret of this metamorphosis and, every day, more women are discovering the happy wisdom of cooking by electricity, the beauty and cleanliness of Moffats Electric Ranges and the surprising economy it is possible to effect by their use.

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ST. GEORGE'S BUILDING, HONGKONG.



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## SALESMAN SAM

By Small

WELL, DID YOU EVER! SAM HOWDY IS STILL HOLDING ON TO HIS JOB AT THE BEACH! WE THOUGHT, AS A LIFE GUARD, HE WAS ALL WASHED UP—BUT APPARENTLY WE WERE ALL WET!

REG. U. S. PAT. OFF.

HELP!  
HELP!

IT'S COMIN', SIR! THE OTHER LIFE GUARD WHO IS RELIEVIN' ME FOR A FEW HOURS WILL TAKE CARE OF YOU!

WITH NUTHIN' TA DO FOR A LI'L WHILE, I'LL GET THE SUNDAY PAPER AND READ IT ON TH' BEACH!

HERE'S TH' SPOT! NOW TO SEE HOW TH' CUBS, CARDS, PIRATES, PHILLIES, ETC., FARED!

HUH! TH' TIDE'S COMIN' IN AN' I'M GOIN' OUT! IT'S OKAKE WITH ME—I HAVEN'T ANY PLACE TO GO!

AN' YOU, MISTER SEA GULL, I GATHER YOU WANNA KNOW HOW THE ROBINS, ORIOLES, RED BIRDS, AND PELICANS MADE OUT?

NOW THAT WE'RE THROUGH WITH TH' BASE-BALL SCORES, LET'S SEE WHAT THE WEATHER MAN SAYS—"PROBABLE SHOWERS—TURNING INTO RAIN—"

MIGOSH! FOR ONCE HE'S RIGHT! IT'S STARTING TO POUR!

OH, MR. HOWDY, ISN'T THIS GORGEOUS—SWIMMING IN TH' RAIN?

'TIS, IF YA LIKE IT, SISTER!

GANGWAY, YOU SAPS, AND LET A FELLA GET TO SHORE AS FAST AS HE CAN!

WHAZZA MATTER? IS THERE A FIRE ER SOMETHIN'?

NO—I WANNA GET UNDER TH' BOARD-WALK, OUTA THIS SOAKING RAIN!

Small  
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## SPECIAL BARGAINS FOR NEXT WEEK.

48 Only MEN'S BELTS English Leather. TO CLEAR <b>\$1.00 Each.</b>	36 Only MEN'S CELLULAR SHIRTS Odd Sizes. TO CLEAR <b>\$3.50 Each.</b>	12 Only WHITE TWILL TENNIS SHIRTS Odd Sizes. TO CLEAR <b>\$2.50 Each.</b>	72 Pairs MEN'S KHAKI HOSE All Sizes. TO CLEAR <b>\$1.75 Pair.</b>	36 Suits MEN'S POPLIN PYJAMAS Neat Stripes. TO CLEAR <b>\$5.00 Suit.</b>	36 Only MEN'S WOOL BATHING SUITS Odd Makes & Sizes. TO CLEAR <b>\$6.50 Suit.</b>	144 Only MEN'S BATSWING BOWS Asstd. Design. TO CLEAR <b>\$1.00 Each.</b>
50 Only MEN'S CORK & RUBBER HELMETS British Make. TO CLEAR <b>\$6.50</b>	50 Pairs MEN'S BRACES Assorted Makes. TO CLEAR <b>\$1.50 Pair.</b>	144 Only MEN'S OPEN END TIES. TO CLEAR <b>\$1.50</b> Worth Double.	240 Only MEN'S SLEEVELESS COTTON VESTS TO CLEAR <b>\$1.00 Each.</b>	72 Only MEN'S INDIA GAUZE VESTS Short Sleeves. Size 34 to 38 inches. TO CLEAR <b>\$1.25 Each.</b>	144 Only MEN'S TUNIC SHIRTS Neat Stripes. 2 Collars. TO CLEAR <b>\$3.50 Each.</b>	36 Pairs Only MEN'S PURE SILK SOCKS Size 11 only. TO CLEAR <b>75 Cts. Pair.</b>





## LONDON SERVICE

PACIFICUS 31st Aug. For Marseilles, London, Rotterdam & Glasgow  
 MERSEUS 7th Sept. For London, Rotterdam, Hull, & Hamburg

## LIVERPOOL SERVICE

TEIRESIAS 27th Aug. For Tripoli, Genoa, Liverpool, Havre & Glasgow  
 OARDANUS 27th Sept. For Tripoli, Genoa, Liverpool, Havre & Glasgow

## PACIFIC SERVICE

IXION 24th Aug. For Victoria, Seattle & Vancouver  
 TANTALUS 17th Sept. For Victoria, Seattle & Vancouver

## INWARD SERVICE

DAIDANUS Due 25th Aug. For Shanghai, Kobe & Yokohama  
 KY 24th Aug. For Shanghai

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 Pres. Lincoln Sept. 12 Pres. Madison Sept. 17  
 Pres. Coolidge Sept. 27 Pres. Cleveland Oct. 1

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Pres. Pierce Sun, Aug. 21 Pres. Van Buren Sun, Sept. 18  
 Pres. Monroe Sun, Sept. 4 Pres. Garfield Sun, Oct. 2

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Next Sailing Pres. Pierce Aug. 21.

Pres. Grant Aug. 23 Pres. Monroe Sept. 4  
 Pres. Jefferson Aug. 27 Pres. Lincoln Sept. 6

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M.V. "FORMOSA" 27th Aug.  
 M.V. "SHANTUNG" 30th September.  
 M.V. "NAGARA" 30th October.

Outwards to: SHANGHAI & JAPAN PORTS.

M.V. "SHANTUNG" 27th Aug.  
 M.V. "NAGARA" 23rd Sept.  
 M.V. "NANKING" 20th October.

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 Hongkong to Genoa £57 £52  
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## THE VOLUNTEERS

## CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps  
 Orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., Commanding Hongkong Volunteer Defence Corps.

Friday, Aug. 19.  
 Parades.

(a). Battery.—There will be a lecture at 5.30 p.m. on August 25th. at Headquarters for all members.

(b). Corps Signals.—1. Musketry Practice will be fired at the Peak Range on Sunday, 21st. August at 9.30 a.m. 2. Parades for Signalling Instruction will be held at Corps Headquarters at 5.30 p.m. on Tuesday 23rd. August, and Friday, 26th. August.

(c). A.A.L.A. Company.—No. 1 Sec. A.P.C. and No. 2 Sec. H.K. Electric. The usual weekly instruction parades are suspended till further notice. Instead, the two Sections will parade together on the first Thursday of each month at A. P. C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend intermediate parades as often as possible with No. 3 Section, Centre, at Headquarters every Monday, at 5.30 p.m.

Other Sections will parade according to the following time table:—

No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 22nd. instant.

No. 5 Section, Kowloon Cricket Club, at Kowloon Cricket Club at 6 p.m. on Tuesday, 23rd. instant.

No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 26th. instant.

(d). Portuguese Company.—1. The course of classes and lectures interesting and instructive subjects will be continued during the month of August, on Tuesday evenings at 5.30 p.m. All N.C.O.'s are expected to attend, and any other member of the Company who is interested, may do so. When the training season commences, the position regarding existing N.C.O.'s, and promotions generally, will be reconsidered in the light of the attendances at these lectures.

The seventh lecture will be on Tuesday, 23rd. August Subject:—The co-operation of Arms and Services of the Army by the Adjutant.

2. The training season 1932-33 commences on Tuesday, the 6th. September. All ranks are urged to make

their best endeavours to attend all parades during the training season irrespective of their requirements for efficiency, as only by this means can an interesting and effective training programme be carried out.

(e). Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 22nd. August.

L/Cpl. Stainfield and Privates Fincher, Mackay, Brown, Mildren, Dalziel, Eynes, Wray, Jordan, Raton, White, E.H.P., Monks and Kent are detailed for Machine Gun Instruction. The remainder will parade under C. S. M. Jenkins for Preliminary Musketry Instruction.

2. N.C.O.'s. Class will be held on Friday, 26th. instant at 5.30 p.m. All N.C.O.'s, and other members of the Company who may be interested should attend these classes regularly as all future promotions and appointments will be subject to examination.

(f). The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

I. Engineer Company.  
 II. Machine Gun Troop.  
 III. Armoured Car Section.  
 IV. Motor Machine Gun Section.  
 V. Machine Gun Company.  
 VI. Scottish Company.

Struck Off The Strength.

Having completed 3 years' Service.

No. 1406 L/Cpl. J. Forbes, No. 7 Platoon as from 11.8.32.

Transferred to Another Post.

No. 1924 Pte. L. Blair, No. 3 Platoon, as from 15.8.32.

Strength.

The following has been taken on the Strength:

1930 Pte. J. G. Raven Anzac Company 15.8.32.

Leave.

No. 1616 Pte. J. J. Ferguson, No. 7 Platoon, granted 1 month's leave from 27.7.32 to 26.8.32.

No. 1780 Tpr. G. W. Tolmie, Machine Gun Troop, granted 3 months' leave from 18.8.32 to 12.11.32.

Lieut. H. G. Williams, Motor Machine Gun Section, granted 3 weeks' leave from 18.8.32 to 3.9.32.

W. H. G. GOATER, CAPTAIN, ADJUTANT, H. K. V. D. CORPS.



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(NDL) M.S. "Havel"	4th Sept. Mar. C'blanca, L'don, R'dam, H'burg, Bremen.	
(HAI) M.S. "Muensterland"	7th Sept. Genoa, Marseilles, R'dam, H'burg.	
(HAI) M.S. "Leverkusen"	17th Sept. Genoa, Barcelona, R'dam, H'burg.	
20th Aug. (HAI) S.S. "Nordmark"	24th Sept. Genoa, Lisbon, Rotterdam, Hamburg.	
2nd Sept. (NDL) S.S. "Saarbruecken"	28th Sept. Genoa, B'ona, B'ona, L'bon, R'dam, H'burg B'men.	
7th Sept. (NDL) S.S. "Isar"	9th Oct. Mar. C'blanca, G'gow, R'dam, H'burg, Bremen.	
13th Sept. (HAI) M.S. "Burgeland"	14th Oct. Genoa, Marseilles, R'dam, H'burg.	

Hongkong/New Guinea service: S.S. "BREMERHAVEN" 20th September, 1932, to RABAU and ports.

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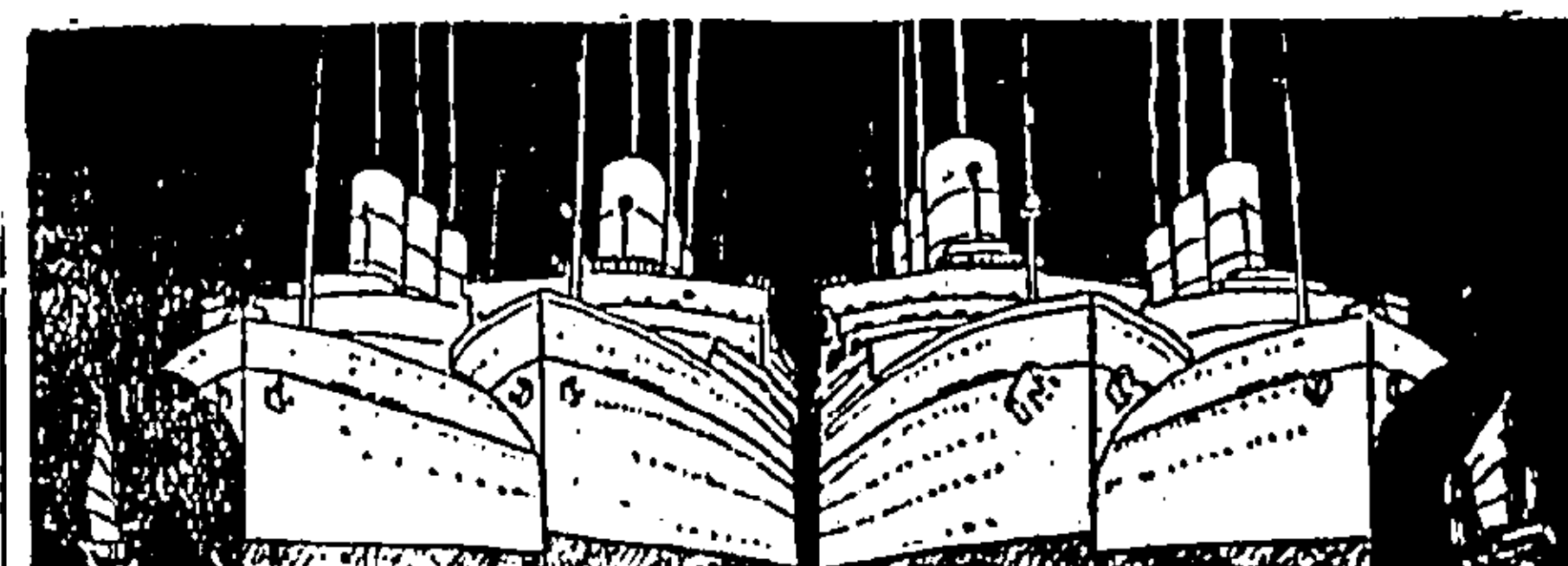
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Empr. of Asia	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 2	Sept. 13
Empr. of Canada	Sept. 23	Sept. 26	Sept. 26	Sept. 28	Sept. 30	Oct. 6	Oct. 11
Empr. of Russia	Oct. 7	Oct. 10	Oct. 11	Oct. 13	Oct. 15	Oct. 21	Oct. 24
Empr. of Japan	Oct. 21	Oct. 24	Oct. 24	Oct. 26	Oct. 28	Nov. 3	Nov. 8
Empr. of Asia	Nov. 4	Nov. 7	Nov. 8	Nov. 10	Nov. 12	Nov. 18	Nov. 23
Empr. of Canada	Nov. 18	Nov. 21	Nov. 21	Nov. 23	Nov. 25	Dec. 1	Dec. 6
Empr. of Russia	Dec. 2	Dec. 5	Dec. 6	Dec. 8	Dec. 10	Dec. 16	Dec. 21

New Reduced Through Fares to Europe.  
 Summer Excursion fares to the Pacific Coast and return.

Attractive reduced fares to Japan and return.

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 Taiyo Maru ..... Wednesday, 24th Aug.  
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 Seattle, Vancouver via Shanghai & Japan Ports.  
 Hiye Maru ..... Tuesday, 30th August.  
 Heian Maru ..... Tuesday, 13th Sept.  
 London, Marseilles, Antwerp & Rotterdam via  
 Singapore, Penang, Colombo & Suez.  
 Kashima Maru ..... Saturday, 20th Aug.  
 Yasukuni Maru ..... Friday, 2nd Sept.  
 Sydney & Melbourne via Manila & Ports.  
 Kitano Maru ..... Saturday, 27th Aug.  
 Atsuta Maru ..... Saturday, 24th Sept.  
 Bombay via Singapore, Penang & Colombo.  
 Tokushima Maru ..... Monday, 29th August.  
 Kaga Maru ..... Sunday, 11th Sept.  
 South America (West Coast) via Japan, Honolulu,  
 Los Angeles, Mexico & Panama  
 Helyo Maru ..... Tuesday, 18th Sept.  
 New York, Boston via Panama.  
 Liverpool via Port Said, Beyruth, Istanbul, Piraeus,  
 Genoa & Valencia.  
 Lyons Maru ..... Tuesday, 20th Sept.  
 Calcutta via Singapore, Penang & Rangoon.  
 Malacca Maru ..... Monday, 29th August.  
 Rangoon Maru ..... Thurs., 8th Sept.  
 Shanghai, Kobe & Yokohama.  
 Suwa Maru ..... Saturday, 20th Aug.  
 Hakodate Maru ..... Sat., 27th Aug.  
 Tango Maru (Kobe direct) ..... Monday, 29th Aug.  
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D'Artagnan ..... 13th Sept.	Chenonceaux ..... 12th Sept.
A. Lebon ..... 27th Sept.	Athos II ..... 27th Sept.
Felix Roussel ..... 11th Oct.	D'Artagnan ..... 11th Oct.
C. Metzinger ..... 26th Oct.	A. Lebon ..... 25th Oct.
Angkor ..... 9th Nov.	F. Roussel ..... 8th Nov.
Chenonceaux ..... 23rd Nov.	C. Metzinger ..... 22nd Nov.
Athos II ..... 7th Dec.	Angkor ..... 6th Dec.
D'Artagnan ..... 21st Dec.	Chenonceaux ..... 20th Dec.
	Chenonceaux ..... 3rd Jan.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

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## THE NOULENS CASE

## DEFENDANTS GUILTY OF COMMUNIST ACTIVITIES

Nanking, Aug. 19.

The Higher Court has found Mr. and Mrs. Noulens guilty and under the Chinese Government emergency laws both have been sentenced to death. In accordance with the general amnesty, however, the sentence has been commuted to life imprisonment.

It is believed that the Noulens will appeal to the Supreme Court. —Reuter.

Mr. and Mrs. Noulens, who claim that their name is Rueng, and that they are wrongly identified as Noulens, were arrested at Shanghai, as the result of discoveries following the arrests of alleged Reds in Singapore and Hongkong many months ago. They protested against their transfer to Nanking for trial, also against the Chinese refusal to allow foreign lawyers to defend them. Individuals and societies in China and abroad demanded their release. Mrs. Sun Yat-sen was very active in these demands. The couple have a young son whose plight has evoked much pity.

## LEAP YEAR BRIDE

(Continued from Page 3.)

Afterward they washed the dishes and put them away. It was too late and they were too tired to plan anything else for the evening.

Cherry did not even remember to tell Dan about her meeting with Max Pearson.

The week that followed was the busiest, the most exhausting and the most disappointing. Cherry Phillips had ever known. She had much to learn and to unlearn. She found that trying to prepare the sort of meals she would have ordered in a hotel dining room was a mistake. Simple food and simple recipes were best with the limited facilities of the tiny kitchen.

There were mornings when the milk was sour for breakfast because Cherry had forgotten to order ice. There were evenings when the chops were like rubber, the potatoes underdone and the dessert hopeless. The day Cherry undertook to bake a lemon pie was an experience that eventually was to seem amusing but, when it happened, was burning torture.

A bright spot in the week was the visit Sarah O'Fallon paid the apartment. For one thing, Sarah insisted on taking off her coat and stirring up a batch of muffins. She showed Cherry exactly how to do it. Sarah had practical suggestions galore and all of them proved helpful.

Cherry's housekeeping improved. They had been in the apartment 40 days when Dan suggested casually, "Mind if I ask Max to come out to-morrow evening?"

Cherry said, "Of course not. Ask him for dinner."

It was Max who called next day to say the invitation had been eagerly accepted. It was a rainy, dismal morning. Cherry, looking out the window, was pleased at the prospect of spending the evening at home. She was pleased at the thought of seeing Pearson again. She did not dream that so long

## CONSIGNEES' NOTICE.

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(NIPPON YUSEN KAISHA.)

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Goods not cleared by the 20th August, 1932, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesday and Fridays, at 2.30 p.m. within the free storage period. For the examination of damaged dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.  
Hongkong, 19th August, 1932.

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Kwan Tye	20891
Tyo Shing	21853
Nam Hing Loong	20351

as she lived she was never to forget that night.  
(To be continued)

## CONSIGNEES' NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship, "DOCTEUR PIERRE BENOIT" Arrived Hongkong on Monday, the 15th August, 1932. From DUNKIRK, ANTWERP, LONDON, ROTTERDAM & via SHANGHAI.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Godown Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent. All claims must be sent to the undersigned before the Thursday, the 25th August, 1932, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Monday, the 22nd August, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors. No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 15th August, 1932.

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"CHENONCEAUX"

Arrived Hongkong on Tuesday, the 15th August, 1932. From MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Godown Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent. All claims must be sent to the undersigned before the Friday, the 25th August, 1932, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Tuesday, the 23rd August, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors. No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 16th August, 1932.

## CANTON AGENTS

for

The Hongkong Telegraph.

THE SHAMEEN PRINTING PRESS, LTD.

83, B.C. Shameen.

(Nr. British Bridge).

Tel. 12037.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

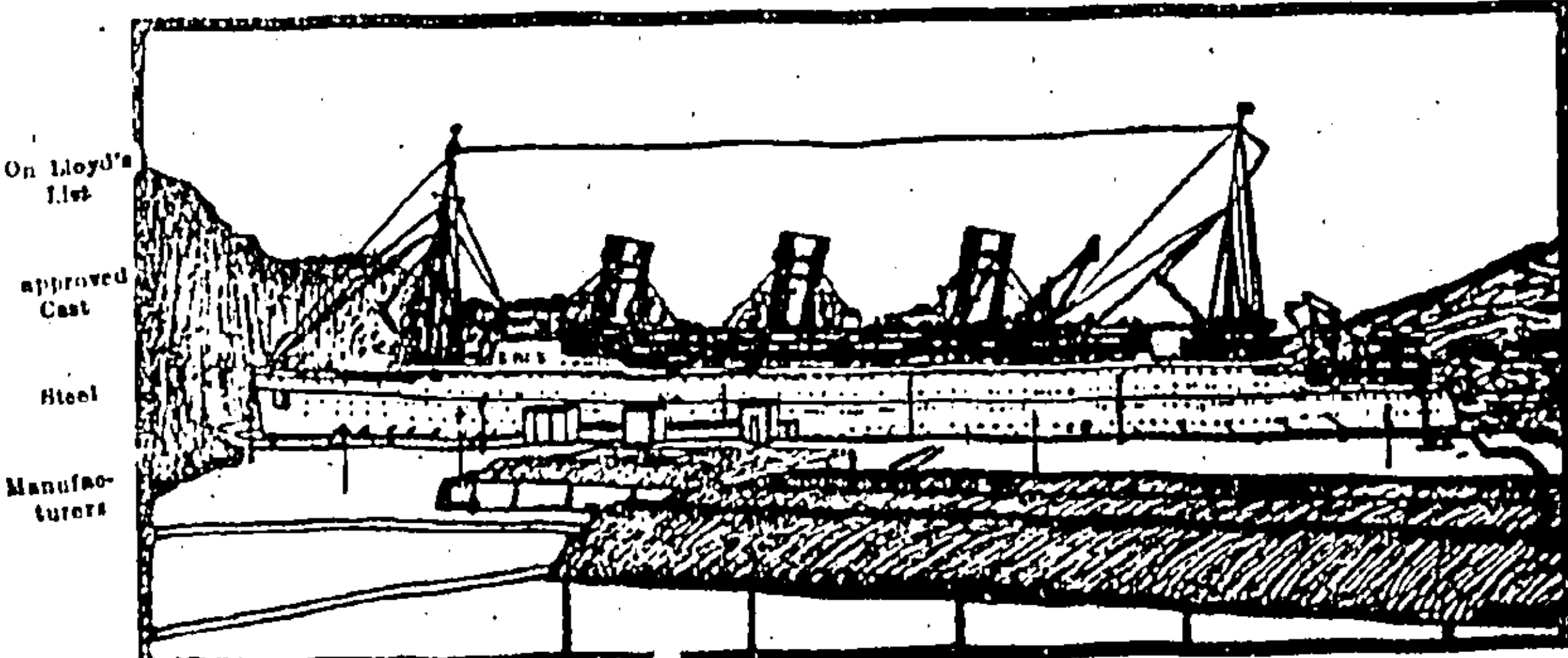
Head Office and Works:

Telegram: "MANIFESTO."  
HONGKONG.

KOWLOON, HONGKONG

Telephone: HONG KONG OFFICE 2295  
KOWLOON DOCK 5553

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICAL ENGINEERS.



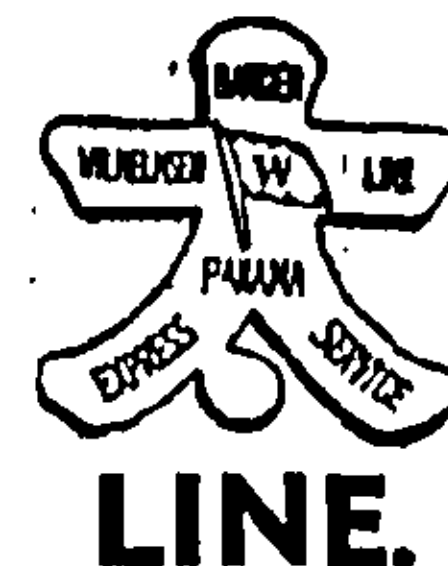
## T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Ship Dimensions:—606'0" O. A. X 88'0" X 48'6" Mid. 28,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" X 88'0" X 30'6" Over sill, H.W. O.S.T. Salvage Tug "Henry Keswick" 2,000 I.H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal, T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager,  
R. M. Dyer, C.B.E., B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

BARBER



WILHELMSSEN

## EXPRESS SERVICE TO NEW YORK

Via  
SAN FRANCISCO—LOS ANGELES  
PANAMA.

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## M.V. "TORONTO"

18th SEPTEMBER

ALL VESSELS HAVE EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

	Time in Transit.	Fares.
HONGKONG to SAN FRANCISCO	25 Days	C\$200.00
HONGKONG to LOS ANGELES	26 "	C\$220.00
HONGKONG to NEW YORK	42 "	C\$325.00

For Freight and Passenger Information Apply to:—

## DODWELL &amp; CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

## P. &amp; O. BRITISH-INDIA APCAR AND EASTERN &amp; AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KIDDERPORE	5,300	24th Aug.	Straits, Colombo & B'way
*RANPUA	17,100	27 Aug. noon	Marseilles & London
*BURDWAN	6,500	3rd Sept.	B'way, M'les, L'don, Havre, Hamburg, Rotterdam A'werp & Hull
MALWA	11,000	10th Sept.	Bombay, M'les & L'don
RANCHI	17,000	24th Sept.	Marseilles & London
CARTHAGE	14,000	8th Oct.	B'way, M'les & L'don
*SOMALI	6,800	15th Oct.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull

\*Cargo only. †Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo of Constantinople, Pirene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

## BRITISH INDIA-APCAR SAILINGS.

SANTHA	8,000	31st Aug.	S'pore, Penang & Calcutta
TAKADA	7,000	17th Sept.	S'pore, Penang & Calcutta
SIRDHANA	8,000	3rd Oct.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Sept.	Manila, Rabaul,
NANKIN	7,000	1st Oct.	Brisbane, Sydney
NELLORE	7,000	2nd Nov.	and Melbourne.

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN.

## CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

RANCHI	17,000	25th Aug.	S'hai, Kobe & Yokohama
TAKADA	7,000	25th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
INOVARA	7,000	2nd Sept.	S'hai, Moji, Kobe & Yokohama
NANKIN	7,000	5th Sept.	S'hai, Moji, Kobe, Osaka & Yokohama
SOMALI	6,800	6th Sept.	S'hai, Kobe & Yokohama
SIRDHANA	8,000	8th Sept.	Amoy, Moji, Kobe & Yokohama
CARTHAGE	14,000	8th Sept.	S'hai, Kobe & Yokohama
NAGOYA	—	21st Sept.	S'hai, Moji, Kobe & Yokohama
NALDERA	16,000	22nd Sept.	S'hai, Moji, Kobe & Yokohama

All dates are approximate and subject to attention without notice. Parcels Measuring not more than 5 c.ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, HICKEN & CO., Agents.  
P. & O. Bldg., Connaught Rd., C.

## TRAVEL A.O. LINE.

To AUSTRALIA. Calling at Manila (P.I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney &amp; Melbourne.

British Steamers: CHANGE—TAIPEI (Oil Burners)  
FASTEST & MOST UP-TO-DATE STEAMERS IN THE SERVICE.  
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7/6 RETURN  
" " " LONDON (via Australia) from £138/15/6.  
(Australian Newspapers on file).

STEAMER	Due H'Kong	Leaves H'Kong	Leaves Manila	Due Sydney
CHANGE	In Port	Aug. 23rd	Aug. 28th	Sept. 11th
TAIPEI	Sept. 13th	Sept. 20th	Sept. 23rd	Oct. 9th
CHANGE	Oct. 14th	Oct. 21st	Oct. 24th	Nov. 6th
TAIPEI	Nov. 11th	Nov. 18th	Nov. 21st	Dec. 7th

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

Butterfield &amp; Swire, Agents.—Hong Kong—Shanghai.





## SHOWING TO-DAY

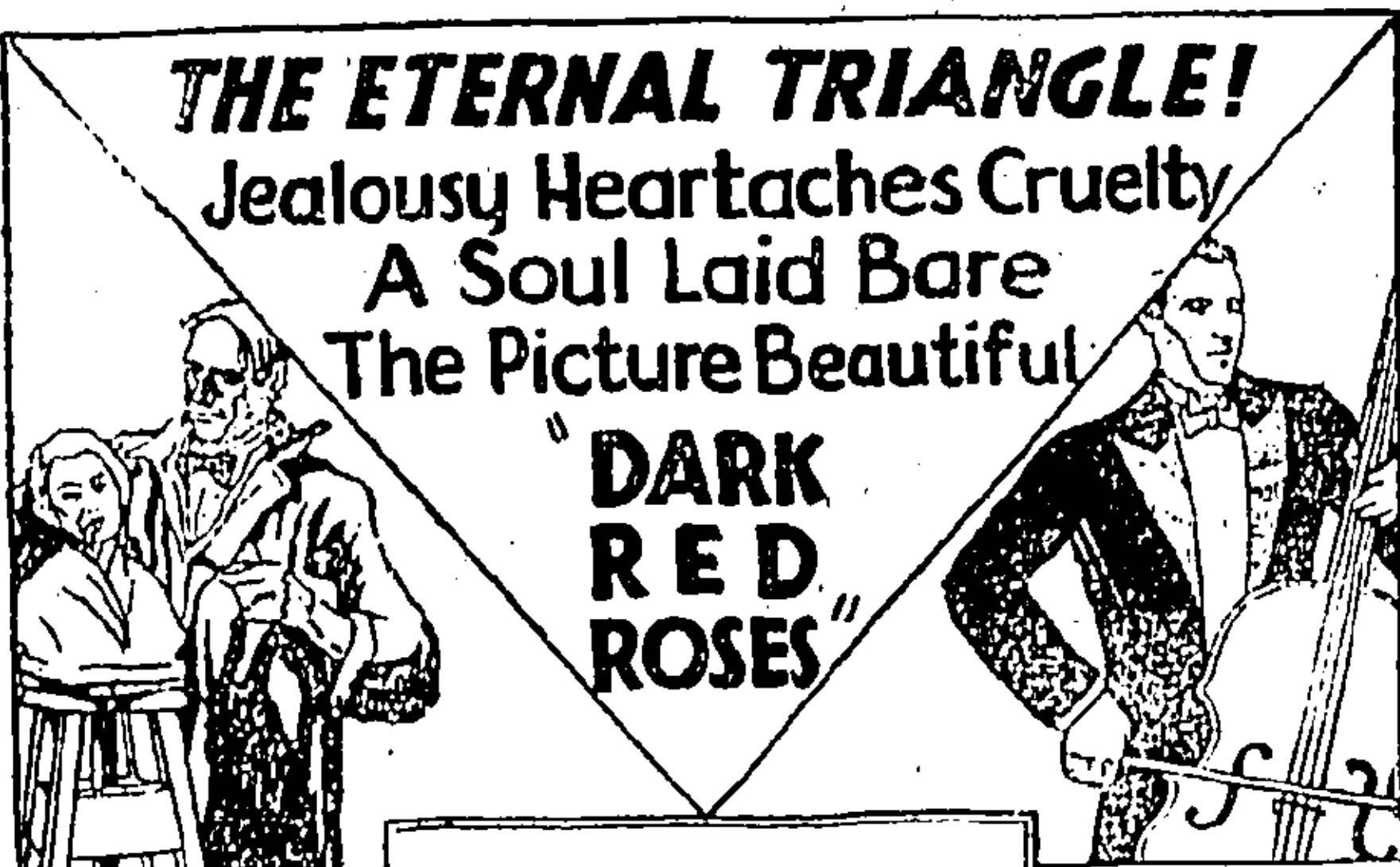
At 2.30, 5.15, 7.15 &amp; 9.30.

## DOUBLE-FEATURE ATTRACTIONS

TWO BIG PICTURES IN ONE SHOW.

A BRAND NEW WONDERFUL TALKIE PRODUCED BY THE BRITISH SOUND FILMS, LTD.

AN ASTOUNDING DRAMA OF LIFE, HUMAN ROMANCE, SUSPENSE, INTRIGUE.



WITH AN ALL STAR CAST INCLUDING STEWART ROME, FRANCES DOBLE &amp; HUGH EDEN.

— ALSO —

THE WONDER FILM

## "INGAGI"

THE WONDER FILM

A RECORD OF ADVENTURE, OF TRAVEL IN THE HEART OF EQUATORIAL AFRICA, WITH THRILLS THAT HAS NEVER BEEN SEEN BEFORE IN A SIMILAR PICTURE &amp; WITH A GRAND CULMINATING CLIMAX, THE DISCOVERY OF CREATURES, HALF HUMAN, HALF APE IN THE WILDEST JUNGLES OF THE GORILLA COUNTRY.

— SHOWING SOON —

THE LATEST 1932 UNITED ARTISTS SPECIAL FEATURE.

## CHESTER MORRIS

— IN —

## "CORSAIR"

## MAJESTIC



## "Strangers in Love"

A Paramount Picture with FREDRIC MARCH KAY FRANCIS

## TO-DAY ONLY

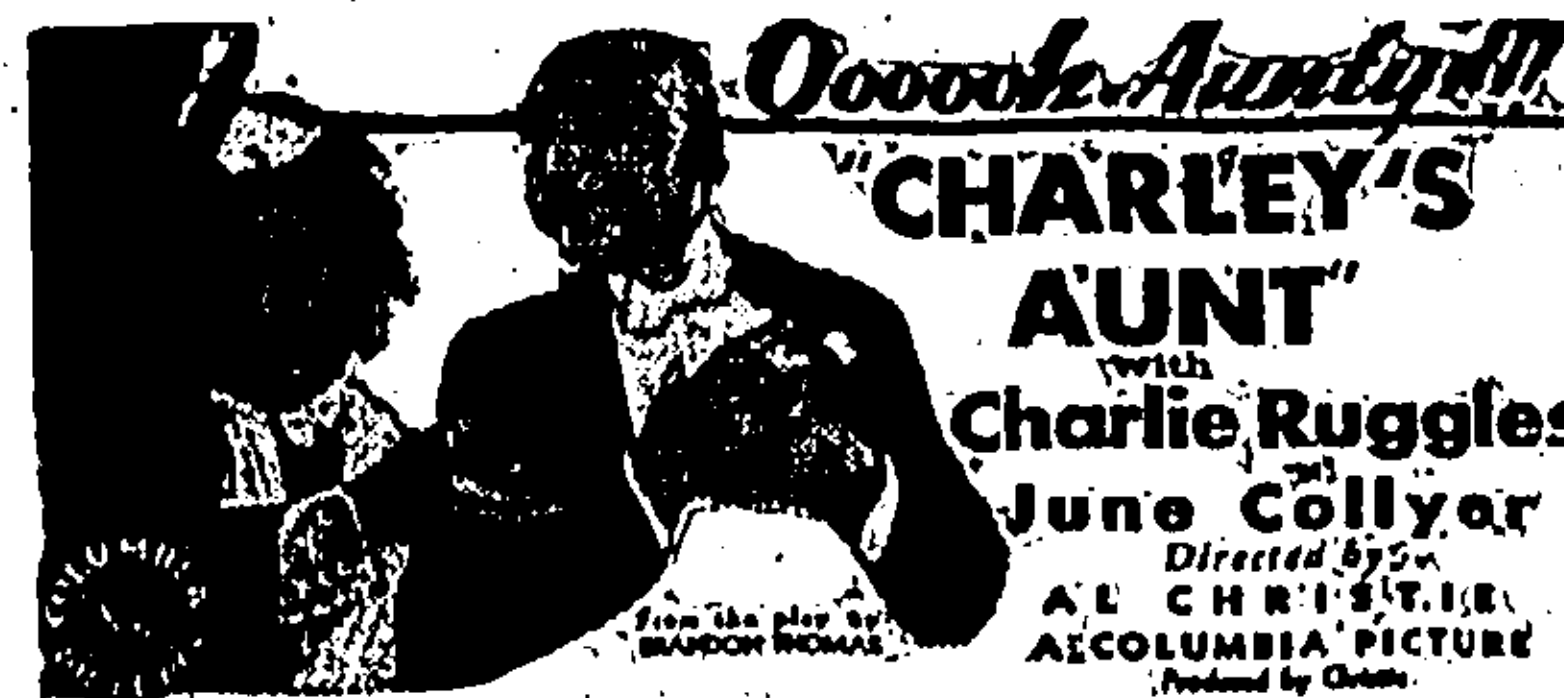
At 2.30, 5.20, 7.20 &amp; 9.20 P.M.

HE WAS A BLACK SHEEP BUT HE TURNED WHITE!

..... After he found it was nicer to be home with a lot of loving to do; Than to roam with a lot of explaining to do.

## GARDEN THEATRE

LAST 2 PERFORMANCES TO-NIGHT 7.30 &amp; 9.30 THE BIG SCREAMING COMEDY THAT KEEPS YOU IN A CONTINUAL ROAR OF LAUGHTER.



STARTING TO-MORROW NIGHT

WITHOUT A QUESTION THE GREATEST PICTURE EVER MADE. MAURICE CHEVALIER

## "THE LOVE PARADE"

OVER 2,000 SEATS—SAME BARGAIN PRICES.

Stalls 35 Cts. Circle 50 Cts. Box Seats \$1.00. WE PAY TAX.

## ATHLETICS OUTHIT INDIANS

## Take Double-Header While Yankees Drop a Game

New York, Aug. 19. New York Yankees shared a double-header with Detroit to-day, winning the nightcap. Ruth, Combs and Ruffing hit home runs for the Yanks and Bogell and Hayworth for the Tigers. Haas and Watkins scored circuit clouts for their sides while Mungo (Brooklyn) pitched airtight ball against Cincinnati. Results:

## NATIONAL LEAGUE.

Chicago	5	9	3
Boston	6	14	1
Cincinnati	0	6	1
Brooklyn	6	12	2
Pittsburgh	4	14	3
New York	10	13	0
St. Louis	5	13	1
Philadelphia	4	9	0

## AMERICAN LEAGUE.

New York	3	9	1
Detroit	4	9	0
New York	6	10	1
Detroit	5	8	0
Philadelphia	9	12	0
Cleveland	7	10	2
Philadelphia	3	7	1
Cleveland	2	7	0
Washington	4	8	1
Chicago	3	6	4
Washington	3	5	0
Chicago	1	5	2

— Reuter.

## MISSING PLANTERS

## AIRMAN LEAVES CALCUTTA TO JOIN SEARCH

Calcutta, Aug. 19. Mr. Raynham, Managing Director of the India Air Survey Company, is leaving for Bangkok to-morrow on his way to Bangkok to search for the Malayan planters, Salt and Taylor, who set out to fly to England but have been missing for a week.

Commander Hall of the Royal Australian Navy, who is on a flight from England to Australia, has landed at Dum Dum in a Hermes Bluebird machine. — Reuter.

## FORESHORE RIGHTS

## Government's New Ordinance

## EXTENSIVE POWERS

Important provisions affecting foreshore rights are contained in the draft of an Ordinance to authorise and validate the construction and maintenance of piers, reclamations and other public works in connexion with the foreshore and sea bed or Crown land covered with water. It is explained in the Objects and Reasons that some of the extensive reclamations and Government pier constructions carried out in the past have been undertaken under statutory authority such as the Praya Reclamation Ordinance, 1889, the Foreshores and Sea Bed Ordinance, 1901, the Harbour of Refuge Ordinance, 1909, and the Praya East Reclamation Ordinance, 1921.

## VEHICULAR FERRY.

The decision to construct piers in connexion with the proposed establishment of a Ferry Service for vehicles as well as passengers, which has been recently authorised by resolution in the Legislative Council, renders it desirable to make statutory provision for such work as well as for other public works affecting the foreshore and sea bed.

Section 6 of the Ordinance provides that all public and private rights of navigation or fishing, and all public and private rights (if any) in, upon and over such portions of the foreshore, sea bed and land as are or shall be occupied by such works, are hereby extinguished and shall be deemed to have ceased to exist prior to the commencement of the said works.

Provided that in the case of temporary works all such public and private rights shall be deemed to be in abeyance only for so long as such works remain in existence.

## COMPENSATION CLAIMS.

Section 8 makes the following provisions in respect of claims: Any person intending to make

## CURTIS STILL DRY.

## VICE PRESIDENT OPPOSED TO REPEAL PLAN

Topeka, Kan., Aug. 19. The Vice President, Mr. Charles Curtis in accepting the Republican nomination for re-election to the Vice Presidency, announced his opposition to the repeal of prohibition, thus differing from the Republican plank and Mr. Hoover, who urges the submission of the question to State option. — Reuter's Special Service.

any claim in respect of the extinguishment or alleged extinguishment, under this Ordinance, of any private right, or in respect of any injurious affection of any property by reason of any authorised works, shall deliver to the Director of Public Works within three months from the publication in the Gazette of the notification of approval but not thereafter, a written claim stating the nature and particulars of the alleged private right, and the amount which he seeks to recover.

## POSSIBLE COMPROMISE.

The Governor may, if he thinks fit, enter into an agreement with any claimant for the compromise or settlement of any claim.

In the Governor makes no acceptable offer of settlement, or compromise within two months of such delivery of the written claim the claimant may within three months of such delivery notify the Director of Public Works that he desires a reference to a judge; and the Governor shall thereupon refer the claim with the particulars thereof to such one of the judges as the judges may mutually arrange.

## NO. APPEAL.

Such judge shall hear any evidence which either the Director of Public Works or the claimant may wish to tender and, if so desired hear counsel or solicitor on behalf of the Crown and the claimant, and shall determine the amount of compensation, if any, to be paid to any such claimant, and may award costs in his discretion either for or against the Crown or for or against any party claiming compensation, such costs in case of difference to be taxed by the Registrar of the Supreme Court.

No appeal shall lie from any award or decision of a judge under this section.

## QUEEN'S THEATRE

Final Showings To-day at 2.30, 5.10, 7.15 &amp; 9.20

WARNER BROS. Present

## The LIFE OF THE PARTY

With WINNIE LIGHTNER

The Golden Age of Comedy for a Really Funny Comedy

You'll Know Why When You See Her as 'Gold Digger' in 'Broadway' Proposing in 'The Party'

AN ALL-COLOUR FUN FEST!



TO-MORROW

## ARE YOU Listening?



SOMETHING NEW ON THE SCREEN!

A Metro-Goldwyn-Mayer Production

with WILLIAM HAINES—MADGE EVANS

## AT THE STAR

TO-DAY ONLY at 2.30, 5.20, 7.20 &amp; 9.20

Metro-Goldwyn-Mayer's Epic of Love and Horse-Racing

## "SPORTING BLOOD"

with CLARK GABLE

## AT THE WORLD

TO-DAY ONLY at 2.30, 5.15, 7.15 &amp; 9.20

## NORMA SHEARER

in Metro-Goldwyn-Mayer's Production

## "STRANGERS MAY KISS"

## THE CLOVER FLOWER SHOP

wishes to announce the opening of their GIFT SECTION where may be found distinctive and unusual GIFT SELECTIONS.

SEE THE NEW—

CELLULOID HANDBAGS.

Cigarette and Vanity Cases and Many Novelties.

Suitable for Bridge Prizes and Birthday Presents.

## GLOUCESTER ARCADE.

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